DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue, Development Services Department

LOCATION OF PROPOSAL: Eastgate Subarea

DESCRIPTION OF PROPOSAL: Land Use Code Amendment (LUCA) proposes to create three new land use districts called Eastgate Transit Oriented Development (EG-TOD), Office Limited Business 2 (OLB-2) and Neighborhood Mixed Use (NMU). The LUCA proposes to include use tables, dimensional standards, development standards, and design guidelines for each new zone. The LUCA proposes to rezone other parcels to preexisting districts. The LUCA proposes to amend the Transition Area Design District to include the OLB 2 and NMU Districts. This will serve to reduce development impacts to adjacent residential districts. The LUCA will include conformance amendments to ensure consistency with the rest of the Land Use Code.

FILE NUMBERS: 12-132861-AD **PLANNER:** Matthews Jackson

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on .

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Only persons who submitted written comments before the DNS was issued may appeal the decision. This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-4188.

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

Carol Helland
Environmental Coordinator

6/9/2016
Date

OTHERS TO RECEIVE THIS DOCUMENT:
☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
☒ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
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☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project:

Eastgate/I-90 Land Use and Transportation Project

2. Name of Applicant:

City of Bellevue

3. Address and telephone number of applicant and contact person:

Terry Cullen
Planning & Community Development
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
(425) 452-4070

4. Date of Review:

Original Date of Review: December 2012

Modified Date of Review: May 2016

5. Agency requesting checklist:

City of Bellevue

6. Proposed timing or schedule (including phasing, if applicable):

The Eastgate/I-90 Citizen Advisory Committee (CAC) submitted its Final Report and recommended Preferred Alternative to the Bellevue City Council in April of 2012. Council accepted the report and recommendation on April 23, 2012 and voted to initiate the Comprehensive Plan Amendment (CPA) process for plan implementation. Full implementation will occur through amendments to the City's Comprehensive Plan, Land Use Code, Zoning Map, Transportation Facilities Plan, and other regulatory and policy documents. Those amendments were anticipated to begin late 2012 with completion in 2014. The project implementation was delayed. During the time period when the original checklist was completed in 2012 and the present (2016), amendments to the City's Comprehensive Plan and Transportation Facilities Plan were completed. Amendments to the City's Land Use Code and Zoning Map are in process now and are expected to be adopted by year end 2016. The planning Horizon for the plan is Year 2030.

7. Plans for future additions, expansion, or further activity related to or connected with this proposal:

Following amendments to City policy and regulatory documents, future development in the I-90 corridor would occur in a manner consistent with those amendments.

8. Environmental information that has been prepared, or will be prepared, directly related to this project:

Preceding preparation of this checklist, the City conducted an initial environmental review of four proposed Eastgate/I-90 Land Use and Transportation Project alternatives. That Environmental Review Report (ERR) was part of the *Evaluation of Draft Alternatives Report (August, 2011)*, which considered multiple aspects of the alternatives. The ERR drew in part from other environmental documents prepared for this project, including the following: *Eastgate Preliminary Screening Analysis (Perteet, December 2009); Existing Conditions Inventory (City of Bellevue, Summer 2010);* and the Technical Memos appended to the *Evaluation of Draft Alternatives Report (City of Bellevue, September 2011).*

In developing the Preferred Alternative, two additional reports were prepared: 1) the *Draft Eastgate / I-90 Land Use and Transportation Project: Land Use Characteristics by District Report (Makers, 2011)* and 2) *The Eastgate / I-90 Land Use and Transportation Project: Transportation Strategies Report (Bellevue, 2012).*

9. Applications that are pending for governmental approvals or other proposals directly affecting the property covered by the proposal:

The City of Bellevue is drafting land use code amendments to create 3 new zoning districts – Neighborhood Mixed Use, Office Limited Business-2 and Eastgate TOD and conducting an areawide rezoning to put these new districts into place. A map is attached showing the proposed location of each area being considered for rezoning.

A privately initiated comprehensive plan amendment has been submitted for the 2016 cycle. This privately-initiated application would amend the map designation on this 14-acre site from Office (O) to Office Limited Business (OLB). This site is currently developed with 280,000 square feet of office in four buildings with surface parking and is located in the general vicinity of SE 30th Place. A location map is attached.

The City of Bellevue is in the process of amending its development codes and standards to implement Low Intensity Development principles. This citywide code amendment will directly affect property in the Eastgate study area.

The City of Bellevue is updating the background information for its Critical Areas Ordinance. This may or may not result in amendments to the City codes. Any potential code amendments will be citywide and may directly affect property in the Eastgate study area.

10. List of governmental approvals or permits that will be needed for the proposal:

Approvals or permits that were needed for this proposal and have been completed in the time period between the original checklist (2012) and the modified, updated checklist (2016):

- Amendments to the City's Comprehensive Plan;
- Amendments to the Transportation Facilities Plan

Approvals or permits that are pending for this proposal and have yet to be completed:

- Amendments to the City's Land Use Code including the text and city zoning map. (Expected completion is 2016.)

11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site:

Project Overview

The purpose of the City of Bellevue's Land Use & Transportation Project is to develop a long-range (to Year 2030) plan for the evolution of the Eastgate/I-90 corridor. From November, 2010 through April, 2012 the project team worked with a Council-appointed Citizen Advisory Committee to develop and evaluate several alternative growth scenarios for the Eastgate/I-90 corridor to help ensure that the area continues to attract and retain employers, provides a mix of services to surrounding neighborhoods, and serves as a vibrant and significant contributor to Bellevue's economic health in the coming decades.

Based on the studies supporting the Evaluation of Draft Alternatives Report (Bellevue, 2011), a preferred alternative, encompassing elements of the studied alternatives, was developed for recommendation to the Bellevue City Council. Following Council acceptance on April 23, 2012, revisions to the Bellevue Comprehensive Plan, Land Use Code, Zoning Map, Transportation Facilities Plan, and other policy or regulatory documents are required to implement the plan. Amendments to the Comprehensive Plan and Transportation Facilities Plan have been completed. Amendments to the Land Use and Zoning Map are currently in process. Those amendments will be reviewed through the City's Commission processes.

The primary geographic focus of this project is the commercial area fronting the north and south sides of I-90, one of the city's major employment centers. The study area contains 633 acres, and supports approximately 24,300 jobs, or 17% of the city's total employment (March 2009).

SEPA/GMA Integration

For the purpose of compliance with the State Environmental Policy Act (SEPA), this project is utilizing the "Integrated SEPA/GMA" process authorized by WAC 197-11-210. This integrated process ensures early consideration of environmental issues, helping inform the development of alternative courses of action and crafting a final preferred plan or alternative. It also includes early and expanded "scoping" of environmental concerns to identify environmental issues that might influence decisions on future plans or courses of action. Since the project's inception, public input has been sought on environmental issues, through such measures as public open houses, online questionnaires, stakeholder interviews, presentations to interest groups, and public

comment opportunities at CAC meetings. Environmental considerations have informed the understanding of the study area and the development of alternatives including the Preferred Alternative.

Because this type of environmental review occurs at the "programmatic" or "non-project" level, it is by definition less specific or quantifiable than what would occur at a "project" level. More in-depth environmental review will be required at future stages. These stages include reviewing any proposal to construct a project in accordance with the amended policy or regulatory documents.

For the purpose of the Eastgate/I-90 Land Use & Transportation Project, an assessment of potential environmental consequences arising from a no action alternative and three action alternatives was undertaken. That assessment was one of several inputs used by the CAC and the project team in developing the Preferred Alternative. This current checklist builds on the information contained in the prior assessment, and addresses potential environmental impacts of the Preferred Alternative.

Developing the Preferred Alternative

As part of the project, the City of Bellevue developed one "no action" and three draft "action" land use and transportation alternatives. The draft alternatives were informed by the known environmental characteristics and the public's stated environmental concerns regarding the study area and surrounding neighborhoods. The draft alternatives reflect anticipated outcomes of three scenarios with varying emphases: Alternative 1 reflected a "Jobs/Housing Mix" theme, Alternative 2 a Regional Employment Center theme, and Alternative 3 a Functional Improvements theme. The no action alternative projected the growth that could be expected to occur absent any changes to the Comprehensive Plan, Land Use Code, Transportation Facilities Code, or other policy and regulatory documents.

Based on the analysis of the alternatives in the Evaluation of Draft Alternatives Report (Bellevue, 2011), a preferred alternative, representing a "hybrid" of the three action alternatives, was developed. It incorporates elements of the three action alternatives. The characteristics of the Preferred Alternative (land use pattern; housing units, office, retail, industrial and institutional space; transportation improvements and open spaces) fall within the range of parameters analyzed in the Evaluation of Draft Alternatives Report.

In general office, retail, hotel, and institutional development proposed under the Preferred Alternative are in the range of draft alternatives 1 and 2. The amount of housing is similar to, but higher than, draft alternative 3 (800 vs. 400 units). No new industrial development is proposed or expected. The table below compares the types and amounts of new development that would be expected within the study area under the No Action and three draft Action alternatives, and the Preferred Alternative.

Projected Growth by Land Use Type (Year 2030)

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000	1,800,000
Retail (Sq Ft)	0	100,000	50,000	200,000	100,000
Industrial (Sq Ft)	86,000	-167,000	0	0	0
Institutional (Sq Ft)	280,000	350,000	420,000	280,000	350,000
Residential (Housing Units)	0	2,000	0	400	800
Hotel (Rooms)	0	200	300	100	300

The Preferred Alternative

The preferred alternative can be organized into nine districts, each with a unique character and distinguishing features. The entire Eastgate area would be anchored by a transit-oriented core featuring a mix of transit, commercial, and residential uses located north of I-90, between the 142nd Pl Bridge and 148th interchange. For each district, key development assumptions are presented in Table 2 and brief summaries of the proposed changes in land use, transportation and character are provided.

Key Features of the Eastgate Districts

	Proposed Uses	FAR*	Height*
Transit-oriented Development Center	Office, commercial, and residential w/ ground floor retail	Rezone to the proposed Eastgate TOD zoning district. 2.0 FAR with requirements for design standards.	Up to 160 feet
Richard's Valley	Light-industrial and flex-tech	No change	No change
King County Site and vicinity	Medium density office	Rezone to proposed Office Limited Business-2 zoning district. 1.0 FAR with requirements for design standards.	Up to 75 feet

Sunset Village	Short term: Support existing auto dealerships. Encourage existing retail to remain.	No change	No change
I-90 Office Park and vicinity	Infilling parking lots with additional office space and ancillary retail	North part remains 0.5 FAR – no change. South part rezone to proposed Office Limited Business-2 zoning district. 1.0 FAR with design guidelines.	Up to 75 feet
Eastgate Plaza and vicinity	Long term uses: office, retail, restaurants, lodging and multi-family residential; community-serving uses	Rezone to the proposed Neighborhood Mixed Use zoning district. 1.0 FAR with design guidelines.	Mixed use residential/retail up to 75 feet height and requirements to protect neighboring SFR from impacts.
North Factoria and Vicinity	West and south of Newport Corporate Center: A range of office and residential uses with pedestrian oriented uses on ground floor. Newport Corporate Center and eastward: Office uses allowing other commercial uses and residential.	Newport Corporate Center and westward and southward: maintain existing FAR. East of Newport Corporate Center: rezone to the proposed Office Limited Business-2 zoning district 1.0 FAR with design guidelines.	Newport Corporate Center and westward-consistent with existing. East of Newport Corporate Center – 75 feet.
Interchange Gateway 1: Eastgate Interchange	Road and tree canopy improvements are proposed		
Interchange Gateway 2: Lakemont Interchange			

** FAR and height are approximate and will be more fully refined as part of plan implementation/code amendment phase.*

Transit-oriented Development Center

The district would encompass all properties fronting the Park-and-Ride/Transit Center, and those extending to the northern edge of the Bellevue College campus and eastward to the lot on the west side of 146th Place SE. It would be Eastgate's focal point with the most intense and greatest diversity of uses, best multi-modal access, and highest visibility. The area would have the highest and most visible concentration of buildings and structures framed by the wooded slopes and landscaped SE Eastgate Way. Key attributes of the district plan include:

- New zoning and land use provisions for increased densities, reductions in parking requirements, and incentives for intense mixed-use development.
- Improvements to 142nd Place SE to create a "transit emphasis corridor" including a widened covered walkway on the bridge structure and improvements to Snoqualmie River Road to enhance bus service.
- Formalizing an east-west main street for multi-modal users between 142nd and 148th, connecting the Lincoln Executive Center with the Park-and-Ride.
- Enhancing access and connectivity along SE Eastgate Way with the addition of bicycle lanes.

Richards Valley

Richards Valley currently contains a light industrial area with several other uses including a King County transfer station and electrical substation. The Plan would maintain the light-industrial uses while encouraging higher density flex-tech development and stream and vegetation corridor enhancements. Key attributes of the district plan include:

- Improving the function of riparian corridors, floodplains, and wetlands with redevelopment.
- Reducing impervious surfaces and encouraging additional planting with redevelopment.
- Daylighting streams with redevelopment, where possible.
- Improving street frontages and landscaping along Richard Road.

King County Site and Vicinity

This site is located north side of I-90 midway between Richards Road and the Park-and-Ride/Transit Center. The site includes a large vacant parcel owned by King County and adjacent properties to the west fronting Eastgate Way. The site is planned for new office development with greater heights and FAR allowances. The preferred alternative would also include substantial street landscaping and on-site open space to compensate for the additional allowed development capacity.

Sunset Village

This area directly north of the Eastgate interchange and directly east of 148th Ave SE is currently occupied by auto dealerships. It is unlikely that these uses will change in the short term. There are also small service retail businesses, which would be encouraged to remain. The long-term plan under the preferred alternative is for a greater mix of office and retail uses. Redevelopment will be accompanied by improved pedestrian/bike access and landscaping improvements. Key proposed transportation improvements include:

- Improvement of 148th/150th Ave SE intersection with a third continuous southbound through lane from SE Eastgate Way to SE 38th Street.
- Improvement of intersections at SE Eastgate Way/150th Ave SE and 156th Ave SE/SE Eastgate Way with either a) widening and channelization improvements or b) multi-lane roundabout.
- Addition of bike lanes along SE Eastgate Way.
- Improved on-site vehicle and pedestrian circulation.

I-90 Office Park and Vicinity

The area includes the cluster of office use in the Eastgate Office Park along 158th and 160th Ave SE. The buildings in the area are built to current development regulations and are relatively new. Little new development or redevelopment is expected in the near to mid-term. Over the long term, increased development capacity would encourage more intense office development. The preferred alternative also includes pedestrian connections through parking lots and pedestrian-oriented outdoor spaces. Redevelopment in the area would also improve stormwater management because existing stormwater management systems would be replaced with systems that comply with current regulations, which are more protective of water quality.

Eastgate Plaza and Vicinity

The area includes an 8-acre shopping center immediately south of I-90 and east of 150th Ave SE. It also includes several other nearby uses. Current uses are viable and unlikely to change in the short term. In the long term, the plan includes a variety of commercial and residential uses with community oriented retail and/or other community-serving uses in its western portion. In the eastern portion, office and hotel use would be encouraged. The preferred alternative also includes several transportation improvements including:

- Improvement of the intersections at 150th Ave SE/I-90 eastbound off-ramp and SE 37th St with either widening or a round-about.
- Improvement 148th Ave SE/150th Ave SE between SE 28th St and SE 38th St to be an attractive and important north-south connector in south central Bellevue.
- Widen 150th Ave SE/SE 37th St to allow for a by-pass lane on the right side of SE 37th St.

North Factoria and Vicinity

The area includes 66 acres of the Factoria Subarea centered along Factoria Boulevard SE and the commercially zoned lands stretching to the east along the south side of I-90. Most of the properties already feature substantial development and stable businesses; there may be some redevelopment opportunities in the mid to long term, especially on the sub-district's eastern and western perimeters.

In 2005, the Factoria Subarea Plan was updated with the Factoria Area Transportation Study (FATS) which recommended transportation, urban design and site planning strategies to create a pedestrian and transit-oriented neighborhood. This plan supports the FATS work by encouraging site development consistent with the earlier study.

Interchange Gateways 1 and 2

I-90 is the defining feature of the Eastgate area. The interchanges function as gateways to the study area and the city. The preferred alternative proposes increasing tree canopy to improve corridor aesthetics. It also proposes includes continuing encouraging WSDOT to move forward with planned projects that would decrease congestion at these areas. Other than roadway improvements, no other new development is proposed for these areas.

Scoping Process

Initial scoping for the Eastgate/I-90 Land Use and Transportation Project began in December 2009 when the City of Bellevue conducted a preliminary screening analysis of traffic operations through the study area in order to evaluate the viability of two preliminary growth scenarios. The results of this analysis provided a good understanding of existing transportation conditions, identified existing points of congestion, and provided a solid foundation on which to base future development and land use alternatives. The Bellevue City Council approved the project scope and principles in early February 2010, including the concept of using the Integrated SEPA/GMA process.

The project scope, in part, was designed to address environmental considerations. In addition to being cognizant of natural environmental constraints, such as steep slopes, streams, and wetlands within and neighboring the study area, the project scope and principles were concerned with ensuring adequate utility, transportation, and social (parks, fire, police, etc.) infrastructure to support any future land use and transportation scenario that might emerge from the planning process. Key among these considerations is the development of alternatives for transportation infrastructure based on an analysis that focused on modeling and evaluating preferred land use alternatives including providing regional access and promoting adequate circulation within the study area, while mitigating impacts to the surrounding landscape.

Additionally, considerations for greenhouse gas emissions were studied for the alternatives in accordance with Washington State greenhouse gas reduction goals by exploring means to reduce GHG emissions within the project area. The selection of a preferred alternative was based on, in part, an understanding of the GHG emission

consequences of each draft alternative, and of the necessary transportation improvements needed to accommodate the project vision and providing strategies to minimize impacts to the surrounding area.

The project principles were developed with the intention of enhancing the economic viability of the Eastgate corridor while not degrading the mobility of other parts of the city, and to ensure that it continues to contribute to the diversity of the City's economic mix. In achieving this goal, planning would require the consideration of integrated land uses and transportation across Eastgate, with the consideration of transit-oriented developments in portions of the area. Changes in land use should be informed by transportation opportunities and impacts, such that facilities may create opportunities for a well integrated district promoting land use and transportation performance. The project principles are based on a model of environmental sustainability so that future plans for the area produce measurable environmental benefits.

Public Outreach

Public involvement was integral to the environmental scoping and planning process and played a significant role in identifying and directing goals for the development of the Eastgate/I-90 Land Use and Transportation Project. Beginning in spring 2010 the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue worked with the public to identify issues and concerns through a series of dialogues, including open houses, online surveys, stakeholder interviews, community association dialogues, and other interest group interactions.

The first set of open houses was held in March 2010 and addressed the project objectives in addition to the SEPA and GMA methodology to be used in the planning process. The public was encouraged to identify environmental issues to help in the SEPA determination. To assist in project development the City prepared the *Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory* in summer 2010. This inventory documents several environmental features including existing land uses, elements of the physical environment (i.e. streams, wetlands, topography/steel slopes), parks and recreation, utility infrastructure, transportation infrastructure, and transit services.

A Citizens Advisory Committee (CAC) was appointed by the City Council in October 2010 and quickly became familiar with the preliminary screening analysis, the project scope and principles, the existing conditions inventory, and public input. From this information the CAC drafted the alternatives that are currently under consideration. The draft alternatives were introduced for public feedback through two open houses held in June 2011. In addition to open house forums, SEPA-related comments were collected through CAC meetings, online questionnaires, an online visual preference survey, stakeholder interviews, neighborhood association presentations, interest group/professional association presentations, and economic development forums. A final open house was held in October 2011 to seek input on the emerging Preferred Alternative (at the time, called a Preliminary Preferred Alternative).

Through the planning process and public involvement several environmentally-related topics were identified as important. Traffic and transportation infrastructure was the most prevalent concern identified through public feedback. Notable problems with transportation infrastructure include congestion, poor circulation, poor freeway access, and poor signal timing.

A concern identified by some residents living around the nearby Phantom Lake was the effect that further development in the northeast part of the study area might have on water quantity and quality in Phantom Lake, particularly if impervious surface area is increased as a result of any action alternative. These residents expressed concerns that further development in the Phantom Lake drainage basin (a portion of which lies within the study area) may exacerbate existing or perceived water quality issues in Phantom Lake. In addition, several environmental concerns were identified by the public including, but not limited to, stream, wetlands, and steep slopes, particularly in the Richards Valley industrial area. People questioned how these natural features might be impacted or might influence future development. Other concerns expressed by the public included existing freeway noise, light and glare impacts from auto dealers on the north side of I-90, air quality, and aesthetics related to lack of freeway landscaping and the general appearance of the corridor.

A number of valuable environmental interests were identified through the planning process in conjunction with the CAC and through public involvement. Among the environmental interests expressed, those that were identified as having a high level of interest include:

- *promoting environmentally sustainable development;*
- *providing a variety of transportation choices, mixing land uses to provide services and amenities within walking distance of office buildings;*
- *exploring opportunities for improving environmental conditions in Richards Valley; and*
- *landscaping of the freeway corridor, and using the Mountains-to-Sound Greenway (MTSG) Trail as a unifying visual element/basis for a "green theme".*

The Preferred Alternative was developed with these and other environmental considerations in mind. Completion of the "missing link" of the MTSG Trail through the study area, as envisioned by the Preferred Alternative, will not only provide the public with recreation opportunities and greater transportation mode choice, but will serve as a key component of a broader non-motorized network in the study area. Opportunities will be sought to leverage and reflect the MTS Greenway theme in the built environment, in ways that promote environmental sustainability. Land use regulations will be made more flexible to allow and promote retail and service uses that support the study area's employment base, as well as surrounding neighborhoods. By making such uses more available throughout the study area and within walking distance to offices, there will be less reliance upon the automobile for routine daytime errands.

The Richards Valley industrial area is characterized by steep topography, streams, and wetlands. Some of the streams have been re-routed and/or culverted over the years to accommodate development. The Preferred Alternative envisions enhancement of these wetlands and streams as properties redevelop, but also recognizes that the number and locations of these features will make redevelopment challenging.

The Preferred Alternative also recognizes the concerns of Phantom Lake residents regarding possible impacts on lake water quality and quantity resulting from increased development in the northeast portion of the study area. Any new development (or redevelopment) would be required to satisfy stricter storm water standards than those that applied to prior (existing) development, and therefore would maintain and could improve water quality. These stormwater standards would address the Phantom Lake water quality/quantity concerns.

12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available:

The Eastgate/I-90 study area is located in the south central part of Bellevue. It contains the Eastgate/I-90 employment corridor, one of the city's five major employment centers. The study area extends east from I-405 a distance of roughly 2-1/4 miles to approximately 161st Avenue SE, plus an extension encompassing I-90 right-of-way out to and including the Lakemont Interchange. In a north-south direction, the study area generally extends from SE 26th Street on the north to SE 38th Street on the south. The study area contains 633 acres, 504 acres north of I-90 and 129 acres south of I-90. The study area includes portions of several planning subareas, including Eastgate, Richards Valley, and Factoria. Appendix A includes a map showing the study area boundaries.

B. ENVIRONMENTAL ELEMENTS

(This part not required for non-project actions)

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Terry Cullen

Date Submitted: May 19, 2016

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Discharge to Surface and Ground Water

No direct discharge of waste materials to surface or ground waters is anticipated from land uses included in the Preferred Alternative. There would be no septic systems or livestock in the study area. Considerations for waste material discharge during construction would be identified and evaluated on a case-by-case basis for proposed developments within the study area. Waste material containment, storage, and disposal would be considered for projects with the potential to contaminate surface water bodies or ground water.

The Eastgate/I-90 study area contains approximately 59% impervious area. Total impervious area is not likely to decrease and may increase slightly. However, because increases in impervious surface area would likely be part of redevelopment or road expansion projects, they would be subject to stormwater management regulations requiring maintenance or improvement in stormwater hydrology and water quality.

There are no provisions in the Preferred Alternative for the operational production, storage, or release of toxic or hazardous substances. Considerations would be required on a case-by-case basis to ensure that individual construction sites take measures to properly store hazardous, toxic, or otherwise dangerous materials appropriately to prevent potential impacts.

Emissions to Air

Development under the Preferred Alternative may result in air quality impacts during construction activities including fugitive dust, odors, and emissions from heavy machinery, trucks, and other vehicles traveling to and operating on construction sites. Increased traffic congestion and delays due to construction would have the potential to increase localized emissions by slowing or stopping traffic.

Increased development density, particularly office and institutional, would likely result in an increase in the number of auto trips (see traffic analysis) and associated emissions. As part of the *Evaluation of Draft Alternatives Report*, a greenhouse gas emissions analysis was conducted (Fehr and Peers, 2011). The results of the analysis showed that because of the inclusion of residential development and multimodal transportation options, Alternative 1 was the only alternative that achieved lower per capita CO_2 emissions than the No Action Alternative. Alternatives 2 and 3 generated slightly higher levels of CO_2 per capita.

The greenhouse gas analysis was not extended to the Preferred Alternative, but it is assumed that the results would fall within the range found for the draft alternatives. The Preferred Alternative includes similar transportation improvements, but not as many projected housing units as Alternative 1. Therefore, greenhouse gas emissions would likely be lower than Alternatives 2 and 3, but may be higher than the no action scenario.

Noise

Under the Preferred Alternative, short-term noise impacts could result from construction activities including vehicles and equipment. Construction noise is exempt from the City's noise control ordinance (BCC 9.18) from 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 6 p.m. on (BCC 9.18.020.C). Sound generating development activities occurring outside of these times, on Sundays or on holidays, would require permission from the Director of the Development Services Department and only in cases where activity would not interfere with residential use permitted in the zone. There are no new noise-producing land uses proposed for the area. Long-term impacts could result from increased traffic in the Eastgate/I-90 study area. However, the incremental increase in auto noise would be unlikely to significantly raise the overall noise level.

Proposed measures to avoid or reduce such increases are:

Surface and Ground Water

Considerations would be required on a case-by-case basis to ensure that individual construction activities and development sites take measures to abate and capture storm and waste water runoff, and properly store hazardous, toxic, or otherwise dangerous materials in a way to prevent potential impacts to ground water resources. If construction activities comply with the City's storm and wastewater regulations, clearing and grading standards, and all other building and development codes significant impacts to groundwater are unlikely.

Air

Mitigation measures to control air quality impacts would be considered and developed on a project-by-project basis, and could include transportation demand management strategies such as transit and carpooling incentives, bike facilities, and other means of encouraging alternatives to SOV travel.

Noise

The City's code (BCC 9.18.025 – 9.18.030) regulates noise levels through classes of environmental designations for noise abatement (EDNA). Residential land use districts are classified as EDNA A, commercial land use district are classified as EDNA B and industrial land use districts are classified as EDNA C. For each EDNA, maximum sound levels are established in BCC 9.18.030 based on the sound's source. Maximum permissible sound levels are lowest for EDNA A and highest for EDNA C. Specific zoning has not been established at this point in the planning process. Residential development may be located in either an EDNA A or B area and these designations would determine the allowable sound levels.

In addition, each development proposed under the Preferred Alternative will be required to comply with the development restrictions of BCC 9.18.045B for exterior and interior sound and noise attenuation measures. New development adjacent to I-90 is expected to buffer areas (particularly north of the Transit Oriented Center) from freeway noise. Residential

buildings could also be sited and designed to minimize noise impacts on residents. Assuming this was done; impacts from noise could be maintained below a significant level. Existing noise standards for construction and operation are considered sufficient to control potential noise impacts.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The majority of the study area that would be impacted by new land uses has been largely cleared of vegetation through past development. The amount of vegetation that will be removed or altered as a result of new development will depend on specific development proposals. There are no known threatened, endangered, or critical vegetation species in the study area.

Animals in the study area include species typically found in urbanized areas of the Pacific Northwest. Terrestrial species likely include various species of hawk, bald eagles, various songbirds, and various small mammals. Aquatic species likely include trout and various amphibians.

Limited portions of study area streams are fish passable. According to WDFW Priority Habitats and Species (PHS) database (2011), Sunset Creek and Richards Creek are mapped as habitat for Coho salmon north of I-90. East Creek is listed as habitat for cutthroat trout. Richards Creek is mapped as habitat for Sockeye and Chinook salmon north of its confluence with Sunset and East Creek (WDFW, 2011). All development under the Preferred Alternative would have to comply with the City's critical areas regulations which would preclude impacts to streams, wetlands, buffers and protected species and habitats.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Projects occurring in the study area under the Preferred Alternative would be subject to review on a case-by-case basis and impacts to vegetation would be mitigated consistent with the City's critical area buffer standards and tree retention regulations.

The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. Sunset and Richards Creeks are identified as salmon bearing. Individual project activities would be required to avoid or (in limited cases, where no feasible option exists for public projects) mitigate any impacts to these streams, as well as wetlands and buffers.

As part of project development, green features such as utilizing natural drainage patterns and restoring fragmented or altered habitat would be encouraged under the Preferred Alternative. Restoration plantings, landscaping, and the development of park infrastructure would occur under the Preferred Alternative as well.

Consistent with BCC 20.25H, development proposals under the Preferred Alternative would have to include a determination of whether the proposal would impact habitats associated with species of local importance (defined in BCC 20.25H.150). If so, the proposal would have to

implement wildlife management plans that have been developed by WDFW for such species (BCC 20.25H.160).

3. **How would the proposal be likely to deplete energy or natural resources?**

Energy and natural resource use in the study area would be typical of urbanized commercial, institutional and/or high density residential areas. Under the Preferred Alternative, new and existing development will require electrical power and natural gas. Construction would require gasoline and diesel as well as typical building materials.

The Preferred Alternative envisions a higher density urban area that would likely require more energy and natural resources than are used under current conditions. Infill and more intensive redevelopment of existing urbanized land is expected to consume fewer energy and natural resources than if the same amount of development were to occur in an area that had not previously been converted to urban uses. The expected new development is modest relative to the vast developed areas in the region and there are no proposed uses that would accelerate depletion of an energy source or supply or natural resource, as compared to the No Action Alternative.

Proposed measures to protect or conserve energy and natural resources are:

Existing city and local utility infrastructure is adequate to serve the growth projected under the Preferred Alternative. Development and redevelopment in the study area would be consistent with all local utility standards. In addition, new development under the Preferred Alternative would be required to consider and incorporate green features and energy conservation into building design. Accordingly, no significant impacts to energy availability are anticipated.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The study area contains several environmentally sensitive areas and public parks. Wetlands are located around Richards Creek just south of Eastgate Way and around headwater segments of East Creek north of SE 30th Street. Other small wetland areas are on the Bellevue Airfield Park site. In addition to wetlands, several streams are located through the study area. Richards, Sunset, East, and Vasa Creeks run through the central portion of the study area, while four additional streams are located near the Lakemont extension. Richards, Sunset, and East creeks have been identified as salmon bearing.

Steep slopes have also been identified in the study area. Specific areas of steep slopes (>40% and ≥ 1,000 Sq Ft) are near Sunset ravine, along the southern edge of Bellevue College, south of I-90 along SE 36th Street, along the area just west of 150th Avenue, and along the northwest side of the landfill park site. A more detailed inventory of environmentally

sensitive area can be found in the Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory (City of Bellevue, 2010).

There are several public areas and parks in the study area including Robinswood, Spiritridge and Sunset Parks. In addition, City staff is working on the master plan for a new park, on land collectively called 'The Eastgate Area Properties'; a 27.5 acre area, located near the Advanta office building, near the 'Lake to Lake Trail.'

According to the National Register of Historic Places and the Washington Heritage Register, there are no listed places or objects on or adjacent to the Eastgate/I-90 study area.

The Preferred Alternative has been developed to protect sensitive and public lands and resources. One of the primary objectives of the Preferred Alternative is to improve the area's environmental quality by enhancing natural systems and stream corridors and improving public lands. Critical areas would be protected consistent with the city's critical areas regulations. All parks would be maintained and/or improved. The Mountains to Sound Greenway is proposed to be improved.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Impacts to environmentally sensitive areas and public lands are not anticipated. The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. Sunset and Richards Creeks are identified as salmon bearing. Individual project activities would be required to avoid or (in limited cases, where no feasible option exists for public projects) mitigate any impacts to these streams, as well as wetlands and buffers. The inventory of parks would be maintained or improved. All development would be required to comply with all state and federal law regulating inadvertent discovery of archeological, historic or cultural resources.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

An examination of the Eastgate/I-90 corridor, resulting in the Eastgate/I-90 Land Use & Transportation Project, was called for in the City of Bellevue's Comprehensive Plan. The objective of the development and implementation of a preferred alternative is pursuant of the City's Comprehensive Plan Policy ED-19 which recognizes the need to "maintain and update integrated land use and transportation plans to guide the future of the City's major commercial areas and help them respond to change" and to further establish as a goal "to maintain the quality of older commercial areas, promoting redevelopment and revitalization as needed to maintain their vitality".

The Preferred Alternative was developed to meet the policy goals of the City, improve environmental conditions and avoid impacts to surrounding areas. The Preferred Alternative, while consistent with the general policy direction in the Comprehensive Plan, would necessitate specific changes to the City's Comprehensive Plan, Land Use Code, Zoning Map, and Transportation Facilities Plan, and would include design elements to avoid land use incompatibilities. There are no shorelines in the study area.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Development of the Preferred Alternative was consistent with the goals of the city and policies in the City's Comprehensive Plan. No shoreline or land use impacts are anticipated. Therefore, no additional measures are provided.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Transportation

Improvements to the study area's roadway network, transit system, and pedestrian accessibility are a key element of the Preferred Alternative. A complete description of these proposed improvements are included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

The City's Bellevue-Kirkland-Redmond (BKR) travel demand model (EMME version MP030r5.5) was used to evaluate how projected traffic under the Preferred Alternative would impact 2030 roadway facilities. The total number of estimated trips generated under three scenarios is as follows:

Development Scenario	PM Peak Trips
Exiting (2009)	95,434
2030 with Improvements	120,374
2030 without improvements	120,878

According to the traffic analysis of the Preferred Alternative, the proposed capacity improvements at area intersections will accommodate future traffic growth and result in measurable improvements over existing conditions at these same locations. Furthermore, when considered from a corridor-wide perspective, the "2030 with improvements" scenario results in 41.7 seconds of delay per vehicle compared to 46.5 seconds of delay per vehicle in the "2030 without improvements" scenario, a 12 percent reduction in vehicle delay at corridor intersections. The complete and detailed analysis of traffic and transportation in the study area is included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

Public Services and Utilities

The Preferred Alternative includes increased office, institutional, and retail development, which would increase the demand for public services such as emergency services. The modest amount of residential growth would generate the need for additional emergency, school, library, and health care services.

In general, however, the existing utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed. Therefore, significant impacts to public services are not anticipated.

Proposed measures to reduce or respond to such demand(s) are:

Transportation

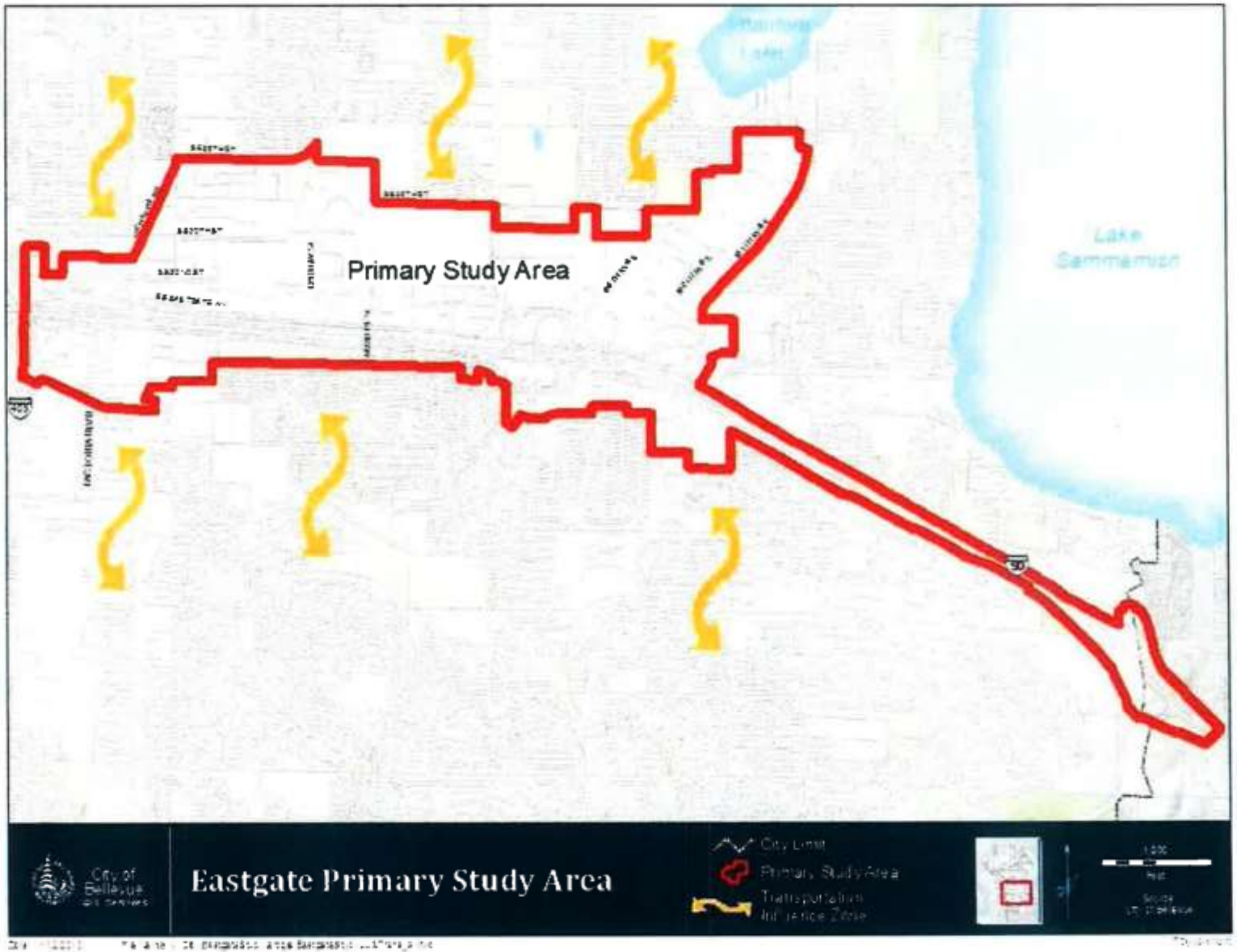
The Preferred Alternative includes transportation improvements that address congestion, transit, and pedestrian facilities. All of these improvements are being evaluated as measures to improve connectivity and access within the study area. Improvements will accommodate future traffic growth and result in overall improvements over existing conditions. Improvements are described in detail in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

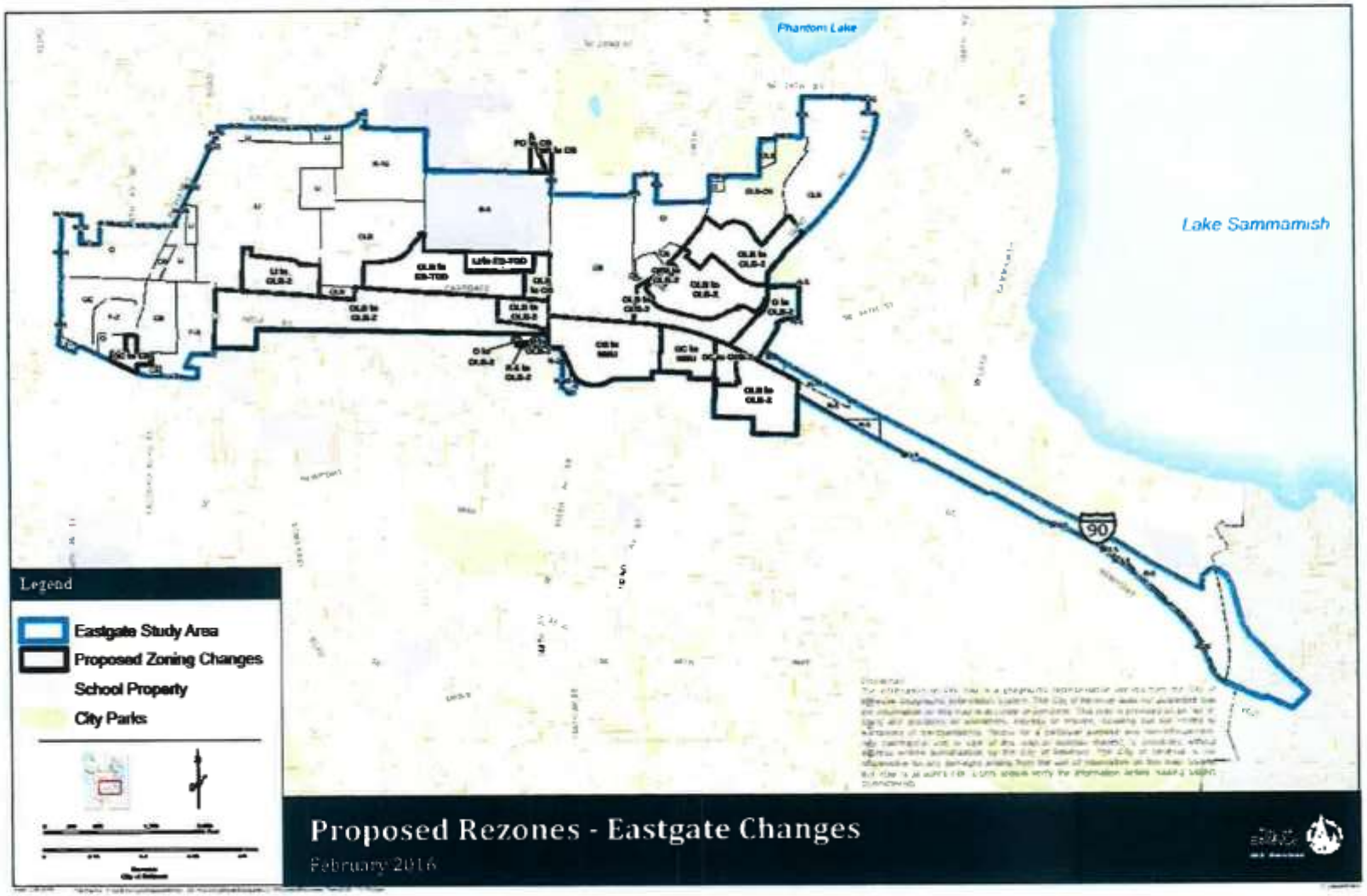
Public Services and Utilities

Existing public services and utilities are generally adequate to serve the anticipated growth under the Preferred Alternative, therefore no measures are proposed. Depending on the nature of residential development that is proposed, it may be necessary to evaluate whether expansion of services for new residents is necessary.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

In general, the Preferred Alternative will rely on existing local, state and, to a lesser extent, federal regulations to protect existing environmental conditions. The Preferred Alternative will also include incentives for private developers to improve ecological conditions and open space. All development will be required to comply with the City's regulations for stormwater (including state NPDES requirements for construction), clearing and grading, critical areas protection and development regulations and standards. Projects would also have to comply with state and federal standards including protection of ESA listed species.


Primary Study Area
Lake Sammamish
City of Bellevue
Eastgate Primary Study Area
City Limit
Primary Study Area
Transportation Influence Zone


Phantom Lake
Lake Sammamish
90
Legend
Eastgate Study Area
Proposed Zoning Changes
School Property
City Parks
Proposed Rezones - Eastgate Changes
February 2016

Proposed Plan Amendment Site 1

SEPA Environmental Checklist: Preferred Alternative

CITY OF BELLEVUE

EASTGATE/I-90 LAND USE AND TRANSPORTATION PROJECT

Prepared for:
City of Bellevue

April, 2012

ESA

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ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project:

Eastgate/I-90 Land Use and Transportation Project

2. Name of Applicant:

City of Bellevue

3. Address and telephone number of applicant and contact person:

Mike Bergstrom
Planning & Community Development
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012
(425) 452-6866

4. Date of Review:

April 2012

5. Agency requesting checklist:

City of Bellevue

6. Proposed timing or schedule (including phasing, if applicable):

The Eastgate/I-90 Citizen Advisory Committee (CAC) is expected to submit its Final Report and recommended Preferred Alternative to the Bellevue City Council in the first quarter of 2012. Following Council acceptance, the plan would be implemented through amendments to the City's Comprehensive Plan, Land Use Code, Zoning Map, Transportation Facilities Plan, and other regulatory and policy documents. Those amendments are anticipated to begin in 2012. The planning Horizon for the plan is Year 2030.

7. Plans for future additions, expansion, or further activity related to or connected with this proposal:

Following Council's acceptance of the CAC's Final Report and recommendation, related amendments to City policy and regulatory documents will occur. Future development in the I-90 corridor would occur in a manner consistent with those amendments.

8. Environmental information that has been prepared, or will be prepared, directly related to this project:

Preceding preparation of this checklist, the City conducted an initial environmental review of four proposed Eastgate/I-90 Land Use and Transportation Project alternatives. That Environmental Review Report (ERR) was part of the *Evaluation of Draft Alternatives*

Report (August, 2011), which considered multiple aspects of the alternatives. The ERR drew in part from other environmental documents prepared for this project, including the following: *Eastgate Preliminary Screening Analysis (Perteet, December 2009); Existing Conditions Inventory (City of Bellevue, Summer 2010);* and the Technical Memos appended to the *Evaluation of Draft Alternatives Report (City of Bellevue, September 2011).*

In developing the Preferred Alternative, two additional reports were prepared: 1) the *Draft Eastgate / I-90 Land Use and Transportation Project: Land Use Characteristics by District Report (Makers, 2011)* and 2) *The Eastgate / I-90 Land Use and Transportation Project: Transportation Strategies Report (Bellevue, 2012).*

9. Applications that are pending for governmental approvals or other proposals directly affecting the property covered by the proposal:

There are no pending applications directly affecting development and implementation of the preferred alternative for the Eastgate/I-90 corridor.

10. List of governmental approvals or permits that will be needed for the proposal:

Implementation of the preferred alternative will ultimately require changes to the City's Comprehensive Plan, Land Use Code, Zoning Map, Transportation Facilities Plan, and other policy and regulatory documents. As the plan is implemented, individual projects will require project level review and approval.

11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site:

Project Overview

The purpose of the City of Bellevue's Land Use & Transportation Project is to develop a long-range (to Year 2030) plan for the evolution of the Eastgate/I-90 corridor. Since November, 2010 the project team has worked with a Council-appointed Citizen Advisory Committee to develop and evaluate several alternative growth scenarios for the Eastgate/I-90 corridor to help ensure that the area continues to attract and retain employers, provides a mix of services to surrounding neighborhoods, and serves as a vibrant and significant contributor to Bellevue's economic health in the coming decades.

Based on the studies supporting the Evaluation of Draft Alternatives Report (Bellevue, 2011), a preferred alternative, encompassing elements of the studied alternatives, was developed for recommendation to the Bellevue City Council. Following Council acceptance, revisions to the Bellevue Comprehensive Plan, Land Use Code, Zoning Map, Transportation Facilities Plan, and other policy or regulatory documents would be required for implementation of the plan and would be reviewed through the City's Commission processes (primarily Planning Commission and Transportation Commission).

The primary geographic focus of this project is the commercial area fronting the north and south sides of I-90, one of the city's major employment centers. The study area contains 633 acres, and supports approximately 24,300 jobs, or 17% of the city's total employment (March 2009).

SEPA/GMA Integration

For the purpose of compliance with the State Environmental Policy Act (SEPA), this project is utilizing the "Integrated SEPA/GMA" process authorized by WAC 197-11-210. This integrated process ensures early consideration of environmental issues, helping inform the development of alternative courses of action and crafting a final preferred plan or alternative. It also includes early and expanded "scoping" of environmental concerns to identify environmental issues that might influence decisions on future plans or courses of action. Since the project's inception, public input has been sought on environmental issues, through such measures as public open houses, online questionnaires, stakeholder interviews, presentations to interest groups, and public comment opportunities at CAC meetings. Environmental considerations have informed the understanding of the study area and the development of alternatives including the Preferred Alternative.

Because this type of environmental review occurs at the "programmatic" or "nonproject" level, it is by definition less specific or quantifiable than what would occur at a "project" level. More in-depth environmental review will be required at future stages. These stages include reviewing any proposal to construct a project in accordance with the amended policy or regulatory documents.

For the purpose of the Eastgate/I-90 Land Use & Transportation Project, an assessment of potential environmental consequences arising from a no action alternative and three action alternatives was undertaken. That assessment was one of several inputs used by the CAC and the project team in developing the Preferred Alternative. This current checklist builds on the information contained in the prior assessment, and addresses potential environmental impacts of the Preferred Alternative.

Developing the Preferred Alternative

As part of the project, the City of Bellevue developed one "no action" and three draft "action" land use and transportation alternatives. The draft alternatives were informed by the known environmental characteristics and the public's stated environmental concerns regarding the study area and surrounding neighborhoods. The draft alternatives reflect anticipated outcomes of three scenarios with varying emphases: Alternative 1 reflected a "Jobs/Housing Mix" theme, Alternative 2 a Regional Employment Center theme, and Alternative 3 a Functional Improvements theme. The no action alternative projected the growth that could be expected to occur absent any changes to the Comprehensive Plan, Land Use Code, Transportation Facilities Code, or other policy and regulatory documents.

Based on the analysis of the alternatives in the Evaluation of Draft Alternatives Report (Bellevue, 2011), a preferred alternative, representing a "hybrid" of the three action alternatives, was developed. It incorporates elements of the three action alternatives.

The characteristics of the Preferred Alternative (land use pattern; housing units, office, retail, industrial and institutional space; transportation improvements and open spaces) fall within the range of parameters analyzed in the Evaluation of Draft Alternatives Report.

In general office, retail, hotel, and institutional development proposed under the Preferred Alternative are in the range of draft alternatives 1 and 2. The amount of housing is similar to, but higher than, draft alternative 3 (800 vs. 400 units). No new industrial development is proposed or expected. The table below compares the types and amounts of new development that would be expected within the study area under the No Action and three draft Action alternatives, and the Preferred Alternative.

Projected Growth by Land Use Type (Year 2030)

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000	1,800,000
Retail (Sq Ft)	0	100,000	50,000	200,000	100,000
Industrial (Sq Ft)	86,000	-167,000	0	0	0
Institutional (Sq Ft)	280,000	350,000	420,000	280,000	350,000
Residential (Housing Units)	0	2,000	0	400	800
Hotel (Rooms)	0	200	300	100	300

The Preferred Alternative

The preferred alternative can be organized into nine districts, each with a unique character and distinguishing features. The entire Eastgate area would be anchored by a transit-oriented core featuring a mix of transit, commercial, and residential uses located north of I-90, between the 142nd Pl Bridge and 148th interchange. For each district, key development assumptions are presented in Table 2 and brief summaries of the proposed changes in land use, transportation and character are provided.

Key Features of the Eastgate Districts

	Proposed Uses	FAR*	Height*
Transit-oriented Development Center	Office, commercial, and residential w/ ground floor retail	0.5 with allowances to increase to 1.5 to 2.0 through incentives	10 to 12 stories
Richard's Valley	Light-industrial and flex-tech	No change	No change
King County Site and vicinity	High density office	0.5 with allowances to increase to 1.0 to 1.5 through incentives	8 to 12 stories, to achieve visibility from I-90
Sunset Village	Short term: Support existing auto dealerships. Encourage existing retail to remain. Long term: More intense mix of office and commercial.	0.5 with allowances to increase to 0.75 to 1.0 through incentives	4 to 6 stories

I-90 Office Park and vicinity	Infilling parking lots with additional office space and ancillary retail	0.5 with allowances to increase to 0.75 to 1.0 through incentives	4 to 6 stories
Eastgate Plaza and vicinity	Long term uses: office, retail, restaurants, lodging and multi-family residential; community-serving uses	For office uses, 0.5 with allowances to increase to 0.75 to 1.0 through incentives	4 to 6 stories that protect neighboring SFR from impacts
North Factoria and Vicinity	West of Newport Corporate Center: A range of office and residential uses with pedestrian oriented uses on ground floor. Newport Corporate Center and eastward: Office uses allowing other commercial uses (e.g.: auto dealerships) and residential	Newport Corporate Center and westward: maintain existing FAR East of Newport Corporate Center: 0.5 with allowances to 0.75 to 1.0 through incentives	Newport Corporate Center and westward-consistent with existing. East of Newport Corporate Center – 4 to 6 stories
Interchange Gateway 1: Eastgate Interchange	Road and tree canopy improvements are proposed		
Interchange Gateway 2: Lakemont Interchange			

** FAR and height are approximate and will be more fully refined as part of plan implementation/code amendment phase.*

Transit-oriented Development Center

The district would encompass all properties fronting the Park-and-Ride/Transit Center, and those extending to the northern edge of the Bellevue College campus and eastward to 148th Ave SE. It would be Eastgate's focal point with the most intense and greatest diversity of uses, best multi-modal access, and highest visibility. The area would have the highest and most visible concentration of buildings and structures framed by the wooded slopes and landscaped SE Eastgate Way. Key attributes of the district plan include:

- New zoning and land use provisions for increased densities, reductions in parking requirements, and incentives for intense mixed-use development.
- Improvements to 142nd Place SE to create a "transit emphasis corridor" including a widened covered walkway on the bridge structure and improvements to Snoqualmie River Road to enhance bus service.
- Formalizing an east-west main street for multi-modal users between 142nd and 148th, connecting the Lincoln Executive Center with the Park-and-Ride.

- Enhancing access and connectivity along SE Eastgate Way with the addition of bicycle lanes.

Richards Valley

Richards Valley currently contains a light industrial area with several other uses including a King County transfer station and electrical substation. The Plan would maintain the light-industrial uses while encouraging higher density flex-tech development and stream and vegetation corridor enhancements. Key attributes of the district plan include:

- Improving the function of riparian corridors, floodplains, and wetlands with redevelopment.
- Reducing impervious surfaces and encouraging additional planting with redevelopment.
- Daylighting streams with redevelopment, where possible.
- Improving street frontages and landscaping along Richard Road.

King County Site and Vicinity

This site is located north side of I-90 midway between Richards Road and the Park-andRide/Transit Center. The site includes a large vacant parcel owned by King County and adjacent properties to the west fronting Eastgate Way. The site is planned for new office development with greater heights and FAR allowances. The preferred alternative would also include substantial street landscaping and on-site open space to compensate for the additional allowed development capacity.

Sunset Village

This area directly north of the Eastgate interchange and directly east of 148th Ave SE is currently occupied by auto dealerships. It is unlikely that these uses will change in the short term. There are also small service retail businesses, which would be encouraged to remain. The long-term plan under the preferred alternative is for a greater mix of office and retail uses. Redevelopment will be accompanied by improved pedestrian/bike access and landscaping improvements. Key proposed transportation improvements include:

- Improvement of 148th/150th Ave SE intersection with a third continuous southbound through lane from SE Eastgate Way to SE 38th Street.
- Improvement of intersections at SE Eastgate Way/150th Ave SE and 156th Ave SE/SE Eastgate Way with either a) widening and channelization improvements or b) multi-lane roundabout.
- Addition of bike lanes along SE Eastgate Way.
- Improved on-site vehicle and pedestrian circulation.

I-90 Office Park and Vicinity

The area includes the cluster of office use in the Eastgate Office Park along 158th and 160th Ave SE. The buildings in the area are built to current development regulations and are relatively new. Little new development or redevelopment is expected in the near to mid-term. Over the long term, increased development capacity would encourage more intense office development. The preferred alternative also includes pedestrian connections through parking lots and pedestrian-oriented outdoor spaces. Redevelopment in the area would also improve stormwater

management because existing stormwater management systems would be replaced with systems that comply with current regulations, which are more protective of water quality.

Eastgate Plaza and Vicinity

The area includes an 8-acre shopping center immediately south of I-90 and east of 150th Ave SE. It also includes several other nearby uses. Current uses are viable and unlikely to change in the short term. In the long term, the plan includes a variety of commercial and residential uses with community oriented retail and/or other community-serving uses in its western portion. In the eastern portion, office and hotel use would be encouraged. The preferred alternative also includes several transportation improvements including:

- Improvement of the intersections at 150th Ave SE/I-90 eastbound off-ramp and SE 37th St with either widening or a round-about.
- Improvement 148th Ave SE/150th Ave SE between SE 28th St and SE 38th St to be an attractive and important north-south connector in south central Bellevue.
- Widen 150th Ave SE/SE 37th St to allow for a by-pass lane on the right side of SE 37th St.

North Factoria and Vicinity

The area includes 66 acres of the Factoria Subarea centered along Factoria Boulevard SE and the commercially zoned lands stretching to the east along the south side of I-90. Most of the properties already feature substantial development and stable businesses; there may be some redevelopment opportunities in the mid to long term, especially on the sub-district's eastern and western perimeters.

In 2005, the Factoria Subarea Plan was updated with the Factoria Area Transportation Study (FATS) which recommended transportation, urban design and site planning strategies to create a pedestrian and transit-oriented neighborhood. This plan supports the FATS work by encouraging site development consistent with the earlier study.

Interchange Gateways 1 and 2

I-90 is the defining feature of the Eastgate area. The interchanges function as gateways to the study area and the city. The preferred alternative proposes increasing tree canopy to improve corridor aesthetics. It also proposes includes continuing encouraging WSDOT to move forward with planned projects that would decrease congestion at these areas. Other than roadway improvements, no other new development is proposed for these areas.

Scoping Process

Initial scoping for the Eastgate/I-90 land use and transportation project began in December 2009 when the City of Bellevue conducted a preliminary screening analysis of traffic operations through the study area in order to evaluate the viability of two preliminary growth scenarios. The results of this analysis provided a good understanding of existing transportation conditions, identified existing points of congestion, and provided a solid foundation on which to base future development and land use alternatives. The Bellevue City Council approved the project scope and principles in early February 2010, including the concept of using the Integrated SEPA/GMA process.

The project scope, in part, was designed to address environmental considerations. In addition to being cognizant of natural environmental constraints, such as steep slopes, streams, and

wetlands within and neighboring the study area, the project scope and principles were concerned with ensuring adequate utility, transportation, and social (parks, fire, police, etc.) infrastructure to support any future land use and transportation scenario that might emerge from the planning process. Key among these considerations is the development of alternatives for transportation infrastructure based on an analysis that focused on modeling and evaluating preferred land use alternatives including providing regional access and promoting adequate circulation within the study area, while mitigating impacts to the surrounding landscape.

Additionally, considerations for greenhouse gas emissions were studied for the alternatives in accordance with Washington State greenhouse gas reduction goals by exploring means to reduce GHG emissions within the project area. The selection of a preferred alternative was based on, in part, an understanding of the GHG emission consequences of each draft alternative, and of the necessary transportation improvements needed to accommodate the project vision and providing strategies to minimize impacts to the surrounding area.

The project principles were developed with the intention of enhancing the economic viability of the Eastgate corridor while not degrading the mobility of other parts of the city, and to ensure that it continues to contribute to the diversity of the City's economic mix. In achieving this goal, planning would require the consideration of integrated land uses and transportation across Eastgate, with the consideration of transit-oriented developments in portions of the area. Changes in land use should be informed by transportation opportunities and impacts, such that facilities may create opportunities for a well integrated district promoting land use and transportation performance. The project principles are based on a model of environmental sustainability so that future plans for the area produce measurable environmental benefits.

Public Outreach

Public involvement has been integral to the environmental scoping and planning process and has played a significant role in identifying and directing goals for the development of the Eastgate/I-90 land use and transportation project. Beginning in spring 2010 the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue has worked with the public to identify issues and concerns through a series of dialogues, including open houses, online surveys, stakeholder interviews, community association dialogues, and other interest group interactions.

The first set of open houses was held in March 2010 and addressed the project objectives in addition to the SEPA and GMA methodology to be used in the planning process. The public was encouraged to identify environmental issues to help in the SEPA determination. To assist in project development the City prepared the *Eastgate I90 Land Use & Transportation Project Existing Conditions Inventory* in summer 2010. This inventory documents several environmental features including existing land uses, elements of the physical environment (i.e. streams, wetlands, topography/steel slopes), parks and recreation, utility infrastructure, transportation infrastructure, and transit services.

A Citizens Advisory Committee (CAC) was appointed by the City Council in October 2010 and quickly became familiar with the preliminary screening analysis, the project scope and principles, the existing conditions inventory, and public input. From this information the CAC drafted the alternatives that are currently under consideration. The draft alternatives were introduced for public feedback through two open houses held in June 2011. In addition to open house forums, SEPA-related comments have been collected through CAC meetings, online questionnaires, an online visual preference survey, stakeholder interviews, neighborhood

association presentations, interest group/professional association presentations, and economic development forums. A final open house was held in October 2011 to seek input on the emerging Preferred Alternative (at the time, called a Preliminary Preferred Alternative).

Through the planning process and public involvement several environmentally-related topics were identified as important. Traffic and transportation infrastructure was the most prevalent concern identified through public feedback. Notable problems with transportation infrastructure include congestion, poor circulation, poor freeway access, and poor signal timing.

A concern identified by some residents living around the nearby Phantom Lake was the effect that further development in the northeast part of the study area might have on water quantity and quality in Phantom Lake, particularly if impervious surface area is increased as a result of any action alternative. These residents expressed concerns that further development in the Phantom Lake drainage basin (a portion of which lies within the study area) may exacerbate existing or perceived water quality issues in Phantom Lake. In addition, several environmental concerns were identified by the public including, but not limited to, stream, wetlands, and steep slopes, particularly in the Richards Valley industrial area. People questioned how these natural features might be impacted or might influence future development. Other concerns expressed by the public included existing freeway noise, light and glare impacts from auto dealers on the north side of I-90, air quality, and aesthetics related to lack of freeway landscaping and the general appearance of the corridor.

A number of valuable environmental interests have been identified through the planning process in conjunction with the CAC and through public involvement. Among the environmental interests expressed, those that identified as having a high level of interest include:

- *promoting environmentally sustainable development;*
- *providing a variety of transportation choices, mixing land uses to provide services and amenities within walking distance of office buildings;*
- *exploring opportunities for improving environmental conditions in Richards Valley; and*
- *landscaping of the freeway corridor, and using the Mountains-to-Sound Greenway (MTSG) Trail as a unifying visual element/basis for a "green theme".*

The Preferred Alternative was developed with these and other environmental considerations in mind. Completion of the "missing link" of the MTSG Trail through the study area, as envisioned by the Preferred Alternative, will not only provide the public with recreation opportunities and greater transportation mode choice, but will serve as a key component of a broader non-motorized network in the study area. Opportunities will be sought to leverage and reflect the MTS Greenway theme in the built environment, in ways that promote environmental sustainability. Land use regulations will be made more flexible to allow and promote retail and service uses that support the study area's employment base, as well as surrounding neighborhoods. By making such uses more available throughout the study area and within walking distance to offices, there will be less reliance upon the automobile for routine daytime errands.

The Richards Valley industrial area is characterized by steep topography, streams, and wetlands. Some of the streams have been re-routed and/or culverted over the years to accommodate development. The Preferred Alternative envisions enhancement of these wetlands and streams

as properties redevelop, but also recognizes that the number and locations of these features will make redevelopment challenging.

The Preferred Alternative also recognizes the concerns of Phantom Lake residents regarding possible impacts on lake water quality and quantity resulting from increased development in the northeast portion of the study area. Any new development (or redevelopment) would be required to satisfy stricter storm water standards than those that applied to prior (existing) development, and therefore would maintain and could improve water quality. These stormwater standards would address the Phantom Lake water quality/quantity concerns.

12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available:

The Eastgate/I-90 study area is located in the south central part of Bellevue. It contains the Eastgate/I-90 employment corridor, one of the city's five major employment centers. The study area extends east from I-405 a distance of roughly 2-1/4 miles to approximately 161st Avenue SE, plus an extension encompassing I-90 right-of-way out to and including the Lakemont Interchange. In a north-south direction, the study area generally extends from SE 26th Street on the north to SE 38th Street on the south. The study area contains 633 acres, 504 acres north of I-90 and 129 acres south of I-90. The study area includes portions of several planning subareas, including Eastgate, Richards Valley, and Factoria. Appendix A includes a map showing the study area boundaries.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

The study area displays topographic characteristics typical of the Puget Sound region, with prominent slopes and streams carving ravines to lower waters. There are a number of steep areas, mostly in areas of ravines or as a result of cuts made for I-90. The notable slopes are near Sunset Ravine; along the southern edge of Bellevue College; south of I-90 along SE 36th Street; along the area just west of 150th Avenue; and along the northwest side of the landfill park site. The study area is currently developed and contains a mix of office, retail, industrial, institutional, and residential land uses.

b. What is the steepest slope on the site (approximate percent slope)?

There are a number of steep slopes in the study area that exceed a 40 percent grade. The steepest slopes are located in the vicinity of Sunset Ravine, along the southern edge of Bellevue College, south of I-90 along SE 36th Street, along the area just west of 150th Avenue, and along the northwest side of the landfill park site.

c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? Specify the classification of agricultural soils and note any prime farmland.

The Soil Surveys for the City of Bellevue indicate that the study area is primarily underlain by Snohomish Silt loam, a hydric soil that has been artificially drained. Soil maps for the study area are available to view on the City's website at:

http://www.ci.bellevue.wa.us/pdf/Development%20Services/09a_nrcs_soils_Internet.p df

d. Are there any surface indications or a history of unstable soils in the immediate vicinity? If so, describe.

There are no known indications of unstable soils. The study area is not classified as a "seismic hazard area". No liquefaction susceptibility hazard areas are mapped within the study area. No landslide hazards are mapped within the study area. The study area is heavily developed and has significant areas of impervious surfaces. Landslide and seismic hazard areas in the city are mapped and available to view at the City's website at:

http://www.bellevuewa.gov/pdf/Development%20Services/12a_seismic_Internet.pdf

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate the source of the fill.

The development and implementation of a preferred alternative is a non-project or programmatic action and would not directly result in and filling or grading. New development and/or redevelopment under the preferred alternatives would likely result in filling and grading. The extent of filling and grading would be dependent on the amount of development proposed. In general, the greatest densities and projected development activity is planned and projected for the Transit-oriented Development Center. The most development would be expected there.

New development activities anywhere in the study area would be subject to further review on a case-by-case basis and would need to be consistent with the City of Bellevue City Code (BCC) Chapter 27.36 "Clearing and Grading" and state regulations regarding water quality protection during construction.

f. Could erosion occur as a result of clearing, construction, or use?

Under the preferred alternative, the intensity of land use in the study area would increase in the Eastgate/I-90 study area. Potential impacts from erosion associated with clearing and development activities in the study area would occur with most new development and the addition of new proposed transportation improvements.

Soils temporarily exposed during construction could be eroded by stormwater. However, all construction projects would be required to comply with the City's erosion control regulations. Erosion control measures are required to mitigate these potential impacts. Following construction, graded or filled areas would be stabilized and landscaped.

The scale of potential erosion depends on the amount of expected development. Expected development was assigned to areas within the study area using traffic analysis zones (needed for traffic modeling). Most of the new development is expected in and around the Transit-oriented Development Center. Approximately 70 percent of the projected office development would be in the Transit-oriented Development Center and the King County Site and approximately 40 percent off expected retail would also be in the Transit-oriented Development Center.

Minor erosion impacts are unavoidable. Assuming that development complies with the City's erosion control requirements, impacts from construction would be mitigated consistent with BCC BCC 23.76. Unmitigated significant impacts from erosion are not anticipated.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example buildings or asphalt)?

Under existing conditions, the majority of the project area contains impervious surfaces (59 percent) including roads, parking lots, and commercial, industrial, residential and institutional buildings.

Under the Preferred Alternative, development or redevelopment of the project area including new office, retail, industrial, institutional, and residential uses would occur in existing areas that are predominantly covered by impervious surfaces. As noted above, new development and higher densities are expected in limited, concentrated areas.

Nearly 80 percent of expected new office development is planned for the TransitOriented Development center, the King County site, Eastgate Plaza area, and Factoria. Likewise, nearly 75 percent of retail and 90 percent of residential development are planned for the Transit-Oriented Development center, Eastgate Plaza area, and Factoria area. These areas, planned for higher densities, are largely developed and predominantly covered by impervious surfaces. New development and redevelopment may result in an incremental increase in impervious surface, but stricter stormwater regulations require and would ensure that stormwater management conditions would be maintained or improved.

Transportation improvements including but not limited to roadway and intersection improvements, sidewalks, bicycle and pedestrian trails could also result in an increase of impervious surface area. As a non-project action, specific roadway, intersection and trail designs have not been developed. Therefore, total amount of impervious surface resulting from transportation improvements in not known at this stage of planning. In general, new roadways or acquisition of new rights-of-way are not proposed. Under the Preferred Alternative, some roadways would be widened, intersections may be expanded and non-motorized routes would be introduced. While these features do have the potential to increase total impervious area, they would also include pervious landscaping, medians and other pervious features. Transportation facilities would also be designed consistent with the city's stormwater regulations.

While the total amount of impervious area that would result from implementation of the Preferred Alternative is unknown, increased development densities may result in additional impervious area. However, as noted, more stringent stormwater standards currently in place would maintain or improve stormwater management for new development and redevelopment. Additionally, new impervious area is limited by regulations for critical areas and their buffers, the presence of parks that will remain open and largely impervious, and compliance with screening requirements

h. Describe the proposed measures to reduce or control erosion, or other impacts to the earth, if any.

All construction projects would be required to comply with state requirements under the general NPDES for construction as well as the City's erosion control regulations, which require erosion control BMPs and appropriate site management techniques to mitigate these potential impacts. Following construction, graded or filled areas are required to be stabilized and landscaped. Assuming that development complies with the City's erosion control requirements, significant impacts from erosion are unlikely.

2. Air

a. What types of emissions to the air would result from the proposal (e.g. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.

Development under the Preferred Alternative would result in air quality impacts during construction activities including fugitive dust, odors, and emissions from heavy machinery, trucks, and other vehicles traveling to and operating on construction sites. Increased traffic congestion and delays due to construction would have the potential to increase localized emissions by slowing or stopping traffic.

Increased development density, particularly office and institutional, would likely result in an increase in the number of auto car trips (see traffic analysis) and associated emissions. However, the increase would not add an appreciable amount of emissions to existing conditions caused by surrounding urban development and I-90. It is unlikely that adverse air impacts would be significant. Also, it is anticipated that by having goods and services available closer to employment and housing, automobile trips would be reduced, helping to limit the overall increase in emissions in the area.

As part of the *Evaluation of Draft Alternatives Report*, a greenhouse gas emissions analysis was conducted (Fehr and Peers, 2011) (Appendix B). The purpose was to evaluate the differences in Carbon Dioxide (CO_2) emissions between four alternatives. The results of the analysis showed that because of the inclusion of residential development and multimodal transportation options, Alternative 1 was the only alternative that achieved lower per capita CO_2 emissions than the No Action Alternative. Alternatives 2 and 3 generated slightly higher levels of CO_2 per capita.

The greenhouse gas analysis was not extended to the Preferred Alternative, but it is assumed that the results would fall within the range found for the draft alternatives. The Preferred Alternative includes similar transportation improvements, but not as many projected housing units as Alternative 1. Therefore, greenhouse gas emissions would likely be lower than Alternatives 2 and 3, but may be higher than the no action scenario.

b. Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe.

Construction activities associated with development under the Preferred Alternative would have the potential to temporarily create odors and/or emissions. The King County transfer station has the potential to create odors, but the County is planning on redeveloping the transfer station, which would include additional odor control. There are no other known sources of off-site odors or emissions.

c. Describe proposed measures to reduce or control emissions or other impacts to air, if any.

Mitigation measures to control air quality impacts would be considered and developed on a project-by-project basis, and could include transportation demand management strategies such as transit and carpooling incentives, bike facilities, and other means of encouraging alternatives to SOV travel.

3. Water

a. Surface:

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, and wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Four streams, mainly tributaries or headwater segments, run through the central part of the study area and include, from east to west, Richards, Sunset, East, and Vasa Creeks. Four additional creeks cross the southern Lakemont extension.

Existing wetlands in the study area are located around Richards Creek just south of Eastgate Way and around headwater segments of East Creek just north of SE 30th Street. These wetland areas are linked to a larger wetland stream complex north of Kamber Road. Smaller wetland areas are on the site of the proposed Bellevue Airfield Park. A complete description of the areas surface waters is contained in the *Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory* (City of Bellevue, 2010).

Phantom Lake lies roughly 500 feet north of the northeast portion of the study area. A portion of the study area (roughly 144 acres) lies within the Phantom Lake Drainage Basin.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

There are no planned developments included in the preferred Alternative that would require work in the study area's streams or wetlands. Transportation improvements under any of the alternatives may include work on culverts. Development is likely within 200 feet of streams and wetlands where allowed, and in accordance with applicable regulations.

All development under the Preferred Alternative would be required to comply with the City's critical areas code, which prohibits nearly all activities in streams and wetlands and their buffers. In cases where temporary impacts are unavoidable, the City's critical areas code requires mitigation that results in no loss of the functions and values of the resource.

Impacts to surface water resources and wetlands would be evaluated on a projectby-project basis. If future development is proposed in the vicinity of any surface waters or wetlands, the project action will be evaluated for consistency with the requirements codified in BCC 20.25H "Critical Areas Overlay District." The City would determine the appropriate mitigation of any potential adverse impacts.

3. Estimate the amount of fill and dredge material that could be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill materials.

No filling or dredging activities in surface water resources or wetlands are planned as a component of the Preferred Alternative. Future construction activities associated with development or redevelopment would not likely involve the filling or dredging of surface water resources or wetlands The placement or removal of dredge or fill materials into or from surface waters or wetlands is prohibited by the City's critical areas regulations for private development; and allowed for public infrastructure only where there is no feasible alternative (BCC 20.25H.055.B and 20.25H.055.C). In general, development and

redevelopment would be required to remain outside of designated critical areas and buffers.

Wetlands and streams are concentrated in the Richards Valley portion of the Study Area. While this area is envisioned to remain in light industrial land uses, some transition to flex-tech or research & development uses could occur, which could result in redevelopment of some properties. In addition, the vacant King County site along Eastgate Way is planned for more intensive office development
(approximately 500,000 square feet). Accordingly, the potential for development proposals to affect surface waters exists. However, the Preferred Alternative also includes the following strategies for Richards Valley:

- Reduce impervious surface below existing.
- Encourage further planting with redevelopment, particularly on missing links between parks and vegetated corridors.
- Where possible daylight streams with redevelopment
- Explore enhancing drainage features as naturalistic settings.
- Improve riparian corridors, floodplains, wetlands, and steep slopes to enhance ecological functions.

In addition, construction activities near or adjacent to surface water bodies would be required to comply with the City's critical areas standards as well as Storm and surface water regulations.

4. Will the proposal require surface water withdrawals or diversion? Give general description, purpose, and approximate quantities, if known.

No surface water withdrawals are planned as a component of the Preferred Alternative. It is possible that transportation infrastructure improvements would affect culverts and may require temporary diversion of surface water. However, as a non-project plan, the specific nature of improvements is not currently known. Any diversion needed for culvert work would be temporary and would be assessed at a project specific level. All work would comply with the City's critical area code.

5. Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

Several tributary and headwater stream segments are located throughout the project area and are bounded by existing development. Construction activities located within the FEMA 100-year floodplain of streams located the project area would be required to comply with local, state, and federal floodplain regulations, in addition to the City's critical area buffers.

New projects developing in accordance with the preferred alternative, once implemented, would not be located in the 100-year flood plain. Updated floodplain maps would very likely place some existing buildings in the floodplain. If these buildings were to redevelop they would have to meet City's regulations to elevate, flood proof, or otherwise reduce the risk of structural flooding, and to mitigate for any potential impacts on other properties due to floodplain modification. If construction activities occur in previously developed areas, significant impacts to floodplains are unlikely.

6. Does the proposal involve discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No direct discharge of waste materials to surface waters is anticipated under the Preferred Alternative. Considerations for waste material discharge would be identified and evaluated on a case-by-case basis for proposed development within the study area. Waste material containment, storage, and disposal would be considered for projects with the potential to contaminate surface water bodies.

The Preferred Alternative does not include any new industrial development, which, as a use, has the highest likelihood of handling hazardous materials. In fact, under the Preferred Alternative, the amount of industrial use is expected to decrease (compared to the No Action alternative). All development would be required to comply with the City's stormwater code, in addition to local, state, and federal waste material discharge standards. While the potential for accidental spill is present, compliance with current regulations would likely result in no significant impacts. **b. Ground**

1. Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

All developments in the Eastgate study area are connected to stormwater facilities, municipal water facilities, and the sanitary sewer system. This infrastructure eliminates the need for withdrawals from ground water and would help avoid/abate discharge to groundwater.

Under the Preferred Alternative, water could be withdrawn from or discharged into the ground water during construction activities, such as temporary dewatering to build underground parking structures. Considerations would be required on a caseby-case basis to ensure that individual construction sites take measures to abate and capture storm and waste water runoff, and properly store hazardous, toxic, or otherwise dangerous materials appropriately to prevent potential impacts to ground water sources. All construction activities would comply with state requirements under the general NPDES for construction as well as the City's erosion control regulations, which require erosion control BMPs and appropriate site management techniques to mitigate these potential impacts (BCC 23.76.090). If construction activities follow the City's storm and wastewater regulations and clearing and grading standards, significant impacts to ground water are not anticipated.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) is expected to serve.

Under the Preferred Alternative, no waste material would be discharged into ground water. There would be no septic systems or livestock in the study area.
Considerations would be required on a case-by-case basis to ensure that individual construction activities and development sites take measures to abate and capture storm and waste water runoff, and properly store hazardous, toxic, or otherwise dangerous materials in a way to prevent potential impacts to ground water resources. If construction activities comply with the City's storm and wastewater regulations, clearing and grading standards, and all other building and development codes significant impacts to groundwater are unlikely.

c. Water Runoff (including storm water)

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The Eastgate/I-90 study area contains approximately 59% impervious area. Impervious surface is often used as a proxy for watershed condition. Watershed conditions begin to deteriorate once the basin is 10-15% impervious area (City of Bellevue, 2010). As noted, impervious area is well over 10-15%, indicating the study area's hydrology is likely degraded compared to predevelopment (i.e. forested) conditions.

Total impervious area is not likely to decrease and may increase slightly with the proposed increase in development density. Maximum allowed impervious area in the city's commercial zones is 80 – 85 percent. While developments on individual lots may achieve 80 percent impervious, the study area overall will remain below that because of the presence of critical areas, buffers, stormwater management facilities, parks, landscaping and other unpaved or undeveloped areas.

In addition, increases in impervious surface area would likely be part of redevelopment or road expansion projects subject to stormwater regulations that required post construction stormwater hydrology and water quality conditions to be maintained or improved (BCC 24.06.065).

As of January 1, 2010 the City of Bellevue adopted new stormwater regulations intended to reduce the deleterious effects of imperviousness on stream health, water quality and quantity (BCC24.06.015). The regulations require that new development or redevelopment projects mitigate site runoff to pre-developed (forested) conditions if downstream areas are less than 40% impervious, if downstream areas are greater than 40% impervious, post construction conditions must remain the same as the pre-construction conditions (BCC 24.06.065.G.7.b).

There are small-scale detention facilities owned by private property owners, the City of Bellevue, or King County scattered throughout the Eastgate/I-90 study area. However, the study area was largely developed under older stormwater regulations that, in many cases, did not fully protect downstream receiving waters. As a result, stormwater runoff is currently subjected to a lower standard of control (i.e., detention and treatment) than what is currently required.

The study area currently contains areas zoned for office, commercial, light industrial, and residential uses (including R-5, R-10, and R-20). The current code (BCC 20.20.010) prescribes maximum percentages of impervious allowed on a project site in each zoning district (office, office light business, and neighborhood business: 80%; community business, light industrial, and general commercial: 85%; residential R-5: 55%, R-10: 80%, and R-20: 80%). Increasing density and development in the Preferred Alternative could increase the total impervious area in the study area, if development maximized the allowed impervious area. However, much of the study area that is planned for increased development density has been largely cleared of vegetation through past development. Existing vegetation includes critical areas and buffers and ornamental plantings as part of landscaping.

New development or redevelopment under the Preferred Alternative would include new commercial, retail and residential multi-family uses concentrated in the Transitoriented Development Center, King County site, Eastgate Plaza and Factoria area. Bellevue College expansion and expansion of auto dealers north of I-90, as well as I90 off ramp improvements, and minor development south of I-90 are also anticipated. All of these would likely include new impervious area.

New developments or redevelopments in the study area would be subject to the City's current and more stringent stormwater regulations; mitigating runoff impacts to mimic predevelopment/forested conditions. Assuming existing stormwater management on properties being developed or redeveloped is not as effective as new requirements and that new development complies with current requirements that require maintenance or improvement in stormwater management, development under the Preferred Alternative could represent an incremental improvement to overall stormwater management in the basin and study area.

2. Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials are expected to enter ground or surface waters. As noted above, all new development under any of the alternatives would be required to comply with current stormwater standards. If compliance is achieved a significant amount of waste material would not enter ground or surface water.

d. Describe proposed measures to reduce or control surface, ground, and runoff water impacts, if any.

As of January 1, 2010 the City of Bellevue adopted new stormwater regulations intended to reduce the deleterious effects of imperviousness on stream health (water quality and quantity). The new regulations require that new development or redevelopment projects mitigate site runoff to pre-developed/forested conditions if the drainage area of the immediate stream is less than 40% impervious (BCC 24.06.065(G)(7)(b)). If the drainage area of the immediate stream is greater than 40% impervious, site runoff would have to match existing conditions. The former is likely the case for the Eastgate/I-90 study area. This is a more stringent standard than existed when most of the area was developed.

Assuming that all new developments under the Preferred Alternative achieve consistency with the City's new stormwater standards and potentially trigger the requirement to manage stormwater to a predevelopment, forested condition, future developments could result in better stormwater management than exists currently and would, at a minimum, maintain existing stormwater management. As such, the Preferred Alternative would marinating existing stormwater conditions and could achieve greater overall improvements to stormwater management.

4. Plants

a. Types of vegetation found on-site:

The study area is heavily developed and includes vegetation typical of developed areas in the Pacific Northwest. The area also includes areas of ornamental vegetation. A complete plant survey has not been conducted, but the following are species likely to be present.

- x **Deciduous trees:** Alder, Cottonwood, Maple, other
- x **Evergreen trees:** Douglas-fir, Hemlock, Cedar, Other
- x **Shrubs:** Sword fern, Salmonberry, Salal, Oregon grape
- x **Grass:** Various native, ornamental and invasive species
- __ **Pasture:** None
- x **Wet Soil Plants:** Cattail, buttercup, bulrush, skunk cabbage, other

b. What kind and amount of vegetation will be removed or altered?

Development and implementation of the Preferred Alternative would result in future construction activities and development or redevelopment of a higher density land use pattern and more infrastructure in the Eastgate/I-90 study area. The majority of the study area that would be impacted by new land uses has been largely cleared of vegetation through past development. The amount of vegetation that will be removed or altered as a result of new development will depend on the specific development proposal. As a non-project action, that information is not available at this stage of the planning process. Projects occurring in the study area under the Preferred Alternative would be subject to review on a case-by-case basis and impacts to vegetation would be mitigated consistent with the City's critical area buffer standards and tree retention regulations.

As part of project development, green features such as utilizing natural drainage patterns and restoring fragmented or altered habitat could be encouraged under the Preferred Alternative. Restoration plantings, landscaping, and the development of park infrastructure would occur under the Preferred Alternative as well. Because development must comply with the City's critical area buffers for streams and wetlands, significant impacts to vegetation are not anticipated.

c. List threatened or endangered species or critical habitat known to be on or near the site.

There are no known threatened, endangered, or critical vegetation species in the study area. Alteration or destruction of threatened, endangered, or critical vegetation species would be regulated by City critical areas restrictions including habitats associated with species of local importance (20.25H.150) as well as state, and federal rules. Significant impacts to threatened or endangered vegetation are not anticipated.

d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on-site.

Adoption of the Preferred Alternative would encourage increased density and development resulting in some loss of the limited existing vegetation in the study area, although much of the area's existing unprotected (non-critical area) vegetation is ornamental. The Preferred Alternative includes provisions for landscaping of areas to improve the aesthetic and environmental character of the study area, including within freeway interchanges and boulevard streets. Planting designs would incorporate the use of native species and would include low groundcover, low shrubs, and trees for canopy cover.

In addition, all development would be required to comply with the City's critical areas regulations, tree retention policies and setbacks and screening requirements. Mitigation and

upgrades to parks and rights-of-way would recapture some of the lost vegetation. Development consistent with current regulations would not result in significant impacts.

Development activities that are not categorically exempt from SEPA would be subject to reviewed under SEPA subject to exemption thresholds outlined in the City's implementing ordinance (BCC 22.02). Any impacts to native vegetation as a result of future projects will be appropriately mitigated under SEPA substantive authority.

5. Animals

a. Underline any birds and animals which have been observed on or near the site or are known to be on or near the site:

Animals in the study area include species typically found in urbanized areas of the Pacific Northwest. Terrestrial species likely include various species of hawk, bald eagles, various songbirds, and various small mammals. Aquatic species likely include trout and various amphibians.

Limited portions of study area streams are fish passable. According to WDFW Priority Habitats and Species (PHS) database (2011), Sunset Creek and Richards Creek are mapped as habitat for Coho salmon north of I-90. East Creek is listed as habitat for cutthroat trout. Richards Creek is mapped as habitat for Sockeye and Chinook salmon north of its confluence with Sunset and East Creek (WDFW, 2011)..

Consistent with BCC 20.25H, development proposals under the Preferred Alternative would have to include a determination of whether the proposal would impact habitats associated with species of local importance (defined in BCC 20.25H.150). If so, the proposal would have to implement wildlife management plans developed by WDFW for such species (BCC 20.25H.160).

b. List any threatened or endangered species or critical habitat near the site.

The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. According to the WDFW PHS database, Richards Creek is listed as habitat for Chinook salmon, a federally listed species. Richard's Creek and Sunset Creek are mapped as habitat for Coho salmon, a species of local importance designated per BCC 20.25H.150.

The study also contains PHS listed habitat areas and wetland habitats, within the study area. Critical habitat areas (e.g., streams and wetlands) have been identified and mapped by the City. All projects development under the Preferred Alternative would be required to comply with the City's critical areas regulations, existing area species and habitats would be protected. Significant impacts to threatened or endangered species or their associated critical habitat areas are not anticipated.

c. Is the site part of a migratory route? If so, explain.

The study area is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway covers the entire Puget Sound region, and extends south from Alaska to Mexico and South America.

d. Proposed measures to preserve or enhance wildlife, if any.

The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. Sunset and Richards Creeks are identified as salmon bearing. Individual project activities would be required to avoid or (in limited cases, where no feasible option exists) mitigate any impacts to these streams, as well as wetlands and buffers. If development complies with the City's critical areas regulations, significant impacts to threatened or endangered species or their associated habitat areas would not be anticipated.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Energy use in the study area would be typical of urbanized commercial areas. Under the Preferred Alternative, development or redevelopment would require electrical power for lighting as well as safety lighting around parking areas and walkways. Natural gas would be used within structures for heating and cooking. Construction would require gasoline and diesel as well as typical building materials.

b. Would the project affect the potential use of solar energy by adjacent properties? If so, explain.

The Preferred Alternative would include changes to the City's comprehensive plan and zoning potentially allowing greater building heights. An increase in shade could result, but would be evaluated on a case-by-case basis for consistency with city policies and standards.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

Existing City and local utility infrastructure is adequate to serve the growth projected under the Preferred Alternative. Development and redevelopment in the study area would be consistent with all local utility standards. In addition, new development under the Preferred Alternative would be required to consider and incorporate green features and energy conservation into building design. Accordingly, no significant impacts to energy availability are anticipated.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste that could occur as a result of this proposal? If so, describe.

The development and implementation of the Preferred Alternative would result in more development and a higher density area. Construction sites would pose potential risks for fire and explosion, spill, or exposure to hazardous materials. Spills or leakage from heavy equipment at construction sites could occur. None of these risks would be greater than what is normally anticipated during construction activities, provided normal precautions are taken in storing equipment, hazardous fuels, and other materials used in construction. Waste and storm water would be required to be contained and treated appropriately to mitigate impacts to the environment. All construction activities would follow the City's storm and surface water code

and clearing and grading code, in addition to all local and state regulations. Significant impacts from toxic chemicals, fire hazards, and/or wastes and spills are not anticipated.

1. **Describe special emergency services that might be required.**

   Most of the new development included in the Preferred Alternative would be office (1,800,000 square feet). A substantial amount of institutional (Bellevue College), retail and residential are also included in the Preferred Alternative. In general, these uses would not require special emergency services.

   Specific uses within these categories are not known at this stage of planning. While unlikely, it is possible that new uses could require special emergency services. These service needs would be evaluated on a case-by-case basis. In general, it is not expected that special emergency services would be required for new development under any of the alternatives. Typical emergency services such as fire, police, and emergency medical response may be required for emergencies developing as a result of construction activities.

2. **Describe proposed measures to reduce or control environmental health hazards.**

   Normal precautions would be taken in storing equipment, hazardous fuels, and other materials used in construction. Storage, maintenance, and handling precautions for any materials considered to be hazardous materials would comply with International Fire Code requirements. Waste and storm water would be contained and treated in an environmentally safe manner. If development activities follow the City's storm and surface water code, grading and clearing code and other development and building codes, significant impacts from toxic chemicals, fire hazards, and/or wastes and spills are unlikely.

b. Noise

1. **What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**

   The project location has a long history of elevated noise levels associated with vehicular traffic originating from the I-90 freeway corridor. Noise from I-90 would have a variable effect on the study area depending on land uses at receiving sites.

2. **What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)?**

   Under the Preferred Alternative, short-term noise impacts could result from construction activities including vehicles and equipment. According to the City's code, construction sounds are exempt from the City's noise control ordinance (BCC 9.18) from 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 6 p.m. on (BCC 9.18.020.C). Sound generating development activities or operation of heavy machinery would not occur outside of these times, on Sundays or on holidays, except if permitted by the Director of Community Development and only in cases where activity would not interfere with residential uses permitted in the zone in which it is located. While these impacts would be temporary, noise from construction activities would be noticeable, primarily in residential areas.

   The Preferred Alternative includes a moderate amount of new residential development (within the range examined in the Environmental Review Report). Noise impacts from construction on residential uses would depend on the development sequence and would

have to be examined on a case-by-case basis, when residential and other development proposals are submitted under the Preferred Alternative.

Long-term impacts could result from increased traffic in the Eastgate/I-90 study area. However, the incremental increase in auto noise would be unlikely to significantly raise the overall noise level.

Lastly, the Preferred Alternative would increase the residential population in the study area (800 housing units more than current). Residential uses are considered more sensitive to sound levels and are regulated accordingly through 9.18.

3. Describe proposed measures to reduce or control noise impacts, if any.

The City's code (BCC 9.18.025 – 9.18.030) regulates noise levels through classes of environmental designations for noise abatement (EDNA). Residential land use districts are classified as EDNA A, commercial land use district are classified as EDNA B and industrial land use districts are classified as EDNA C. For each EDNA, maximum sound levels are established in BCC 9.18.030 based on the sound's source. Maximum permissible sound levels are lowest for EDNA A and highest for EDNA C. Specific zoning has not been established at this point in the planning process. Residential development may be located in either an EDNA A or B area and these designations would determine the allowable sound levels.

In addition, each development proposed under the Preferred Alternative will be required to comply with the development restrictions of BCC 9.18.045B for exterior and interior sound and noise attenuation measures. New development adjacent to I90 is expected to buffer areas (particularly north of the Transit Oriented Center) from freeway noise. Residential buildings could also be sited and designed to minimize noise impacts on residents. Assuming this was done, impacts from sound could be maintained below a significant level. Existing noise standards for construction and operation are likely sufficient to control potential noise impacts.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

Office uses dominate the study area. Office clusters in the study area are on the northeastern edge, in the valley west of 161st Avenue SE, and fronting the freeway on the south. Office uses are also located south of Bellevue College in the Lincoln Executive Center, west of Bellevue College in the Sunset North Corporate Campus, and as smaller components of light-industrial uses in the Richards Valley area.

Retail uses are in two main locations, Factoria Village near Factoria Boulevard and Eastgate Plaza near SE 37th Street and 150th Avenue SE. Other major retail uses include Toyota and Subaru auto dealerships around 150th Avenue SE, in the Sunset Village shopping area, and a Honda auto dealership along SE 36th Street. Other smaller retail uses are located near the Toyota and Subaru dealerships and along 156th Avenue SE.

Light industrial and warehouse uses are loosely clustered in Richards Valley, around SE 30th Street, in the general area between 139th Avenue SE on the east and Richards Road on the west.

The two major institutional uses are Bellevue College and the Church of Latter Day Saints (LDS church). A 59-acre parcel of the 99-acre campus of Bellevue College is in the study area. The Bellevue College campus is bounded by 148th Avenue SE to the east, SE 24th Street to the north, and Snoqualmie River Road to the west. The 23-acre campus of the LDS church is bounded by 156th Avenue SE to the east, SE 28th Street to the north, and 148th Avenue SE to the west.

Public facilities classified as institutional/government uses are also scattered across Richards Valley, and these include the King County Transfer Station, Puget Sound Energy substation and the Humane Society.

There are a total of 221 residential units within the study area, all of which are multifamily units clustered between 139th Avenue SE and Bellevue College. In addition to these housing units, the study area has 655 hotel rooms in extended stay format hotels.

In terms of acreage, office uses are the largest consumers of land utilizing 40% of total acreage, while institutional uses consume 16%, commercial uses consume 13%, and industrial uses consume 11% of total land area. A more detailed description of existing land use can found in the *Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory* (City of Bellevue, 2010).

b. Has the site been used for agriculture? If so, describe.

The site has not been used for agriculture in the recent past. The study area was logged in the early 1900s and was later developed for industrial and commercial land uses.

c. Describe any structures on the site.

The site has been intensely developed and contains a variety of land uses and structures. Office structures are clustered near the northeastern edge, in the valley west of 161st Avenue SE, and fronting the freeway to the south. Retail buildings are concentrated in two locations, Factoria Village and Eastgate Plaza. Light industrial and warehouses are loosely clustered in the Richards Valley. Two institutional complexes, Bellevue College and LDS church are located within the study area.

d. Will any structures be demolished? If so, what?

No structures would be demolished as a direct result of the adoption of the Preferred Alternative. However, redevelopment is likely as the Preferred Alternative is implemented. Because the area is largely built out, redevelopment would, in most cases, result in demolition of structures.

e. What is the current zoning classification of the site?

The study area contains a number of zoning classifications. The predominant zoning in the study area is Office Limited Business, which allows for office, hotel, and limited retail uses. Three clusters of Community Business zoning: 1) The Factoria Village shopping center at the north end of the Factoria subarea, 2) the Sunset Village on the north side of I-90, and 3) Eastgate Plaza located to the southeast of 150th. The northwest section of the study area includes a large block of land zoned for Light Industrial. Bellevue College is in an area zoned Residential (R-5), although the college does not include residences. Residential zoning in the study area also includes

multifamily areas (R-10) west of Bellevue College and two small multifamily parcels (R-20) south of 150th Avenue. In addition to these predominant zoning categories, several properties are zoned General Commercial, Neighborhood Business, or as Office. Implementation of the Preferred
Alternative would necessitate changes to the City's Comprehensive Plan, Land Use Code, and Zoning Map, and would include design elements to avoid land use incompatibilities.

f. What is the current comprehensive plan designation of the site?

The study area lies in several designations under the City's current Compressive Plan. These designations include community business, office limited business, public facility, and neighborhood business.

g. If applicable, what is the current shoreline master program designation of the site?

There are no shorelines of the state within the study area.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Existing wetlands are located around Richards Creek just south of Eastgate Way and around headwater segments of East Creek north of SE 30th Street. These wetland areas link to a larger wetland stream complex north of Kamber Road. Other small wetland areas are on the Bellevue Airfield Park site. In addition to wetlands, several streams are located through the study area. Richards, Sunset, East, and Vasa Creeks run through the central portion of the study area, while four additional streams are located near the Lakemont extension. Steep slopes have also been identified in the study area. Specific areas of steep slopes (>40% and ≥ 1,000 Sq Ft) are near Sunset ravine, along the southern edge of Bellevue College, south of I-90 along SE 36th Street, along the area just west of 150th Avenue, and along the northwest side of the landfill park site. Such steep wooded areas can provide important wildlife habitat. A more detailed inventory of environmentally sensitive area can be found in the Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory (City of Bellevue, 2010).

i. Approximately how many people would reside or work in the completed project?

The Eastgate/I-90 study area currently supports 24,000 jobs in approximately 4,950,000 square feet of office space and 655,000. Under the Preferred Alternative, approximately 1,800,000 square feet of new office and 100,000 of new retail space is projected. The new office space is expected to support roughly 5,500 new jobs, and the new retail space is expected to support roughly 250 new jobs. The projected 800 new residential units would increase the area population by about 1,296 individuals, based on an assumed average household size in multi-family development of 1.8 persons per household, and a 10% vacancy rate.

j. Approximately how many people would the completed project displace?

The adoption and implementation of the Preferred Alternatives would increase land use intensity. However, the limited amount of residential development in the study area is not planned to be removed under any of the alternatives. As noted above, the amount of residential development is expected to increase.

k. Describe proposed measures to avoid or reduce displacement impacts, if any.

Displacement impacts are not expected. No measures are proposed.

l. Describe proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

An examination of the Eastgate/I-90 corridor, resulting in the Eastgate/I-90 Land Use & Transportation Project, was called for in the City of Bellevue's Comprehensive Plan. The objective of the development and implementation of a preferred alternative is pursuant of the City's Comprehensive Plan Policy ED-19 which recognizes the need to "maintain and update integrated land use and transportation plans to guide the future of the City's major commercial areas and help them respond to change" and to further establish as a goal "to maintain the quality of older commercial areas, promoting redevelopment and revitalization as needed to maintain their vitality".

The Evaluation of Draft Alternative Report examined three potential alternatives to achieve the City's planning goals for the Study area and a no-action alternative as a means of comparison. Multiple facets of the alternatives were evaluated; a major component of the evaluation was compatibility of expected development with the surrounding area and existing plans and policies.

The Preferred Alternative was developed to meet the policy goals of the City, improve environmental conditions and avoid impacts to surrounding areas. The Preferred Alternative, while consistent with the general policy direction in the Comprehensive
Plan, would necessitate specific changes to the City's Comprehensive Plan, Land Use

Code, Zoning Map, and Transportation Facilities Plan, and would include design elements to avoid land use incompatibilities.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Housing surrounding the Eastgate/I-90 study area is comprised largely of existing singlefamily neighborhoods. Housing within the study area itself is very limited, and is confined to the area east of 139th Ave SE and west of Bellevue College.

The development and implementation of the Preferred Alternative is expected to lead to the development of an additional 800 housing units in the study area. Unit costs are unknown at this time. It is possible that some of this housing could provide accommodation for students of Bellevue College.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units would be eliminated directly by the Preferred Alternative. Existing surrounding residential neighborhoods would not be affected by zoning changes. Housing in the city would not be adversely impacted.

c. Describe proposed measures to reduce or control housing impacts, if any.

Not applicable.

10. Aesthetics

a. What is the tallest height of any of the proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?

Actual heights of buildings are not known at this stage of the planning process. The Preferred Alternative will provide general guidelines for development, but subsequent zoning changes will provide explicit dimensional standards.

In general, the Preferred Alternative envisions increased maximum building heights in limited areas of the Eastgate study area. The highest buildings would be allowed in the Transit-Oriented Development center, where maximum heights would be in the range of 10-12 stories. Buildings of 8 to 12 stories may be allowed at the King County site and building in the Eastgate Plaza area, Sunset Village, and I-90 Office Park areas may be up to 6 stories. Maximum heights in other parts of the study area are generally consistent with existing standards.

Building materials, textures, and exterior coloring would be consistent with design guidelines developed for the area and would fit with the aesthetics of the surrounding developments. In general, the aesthetic character would fit in with the Bellevue College and office complex character, while promoting parks, resting points, and landscaping that would accentuate human scale architectural features. Green design would be incorporated into new building and transportation construction.

b. What views in the immediate vicinity would be altered or obstructed?

As noted above, final building heights and development layouts are not known at this stage of the planning process. However, the Preferred Alternative does contemplate increased building heights in limited portion of the study area. The greatest building heights would be allowed in the Transit-Oriented Development Center, between 142nd Pl and 148 Ave SE; where maximum heights could reach up to 10-12 stories (100 – 120 feet). These buildings would be located adjacent to I-90, south of Bellevue College and east of the Park-and-Ride. Buildings of this height may be visible from the Bellevue College campus to the north and, potentially, from the residential area north of the college. To the east is the I-90/Eastgate interchange and auto dealerships.

Views of the area from Bellevue College are currently blocked by the campus's tree cover, comprised of mature conifers. The campus's trees cover will largely be retained into the future. Also, the site lies at a topographical low spot with slopes rising to the north. The campus and residential areas to the north are 100 – 150 feet higher. The areas on the King County Site proposed for greater height allowance are lower still. Potential development sites in the King County Site are at elevations of approximately 140 feet, 250 lower than the Bellevue College Campus. While these building may be visible from the north, they are unlikely to block views.

Lastly, the entire study area lies in a valley with I-90 at the bottom. Views of Lake Washington are to the east and views of the Cascades are to the west. The TransitOriented Development center and King County Site are not within these view paths. Therefore, these views from residential areas would remain unaltered. Given these factors, is it is unlikely that the proposed increased building heights would represent a significant impact to area views.

11. Light and Glare

a. What type of light and glare will the proposal produce? What time of day would it mainly occur?

Office, retail, institutional, and residential development proposed under the Preferred Alternative would result in increased day and nighttime lighting. Light and glare during daylight hours would likely come from glass windows associated with an increased building density in the study area. Sources of additional light and glare are dependent on the location and design of new uses. Sources of light during nighttime hours would come from electric lights associated with building lighting and exterior safety lights over walkway and parking lot infrastructure. Lighting for all development would comply with the City's lighting standards. If construction follows the City's building code, impacts from glare are likely to be avoided or minimized. Overall impacts are not expected to be significant.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light and glare from the project would be unlikely to constitute a safety hazard. Increased lighting from buildings, walkways, and parking areas could be viewed from adjacent properties. Landscaping and additional measures could be used to abate lighting that interferes with adjacent properties. Lighting for all development would comply with the City's lighting standards.

c. What existing off-site sources of light or glare may affect your proposal?

No existing sources of off-site light or glare would affect the proposed study area.

d. Describe the proposed measures to reduce or control light and glare impacts, if any.

Under the Preferred Alternative, the retention of trees and vegetation and landscape design would be implemented as necessary on a project-by-project basis to soften or filter light and glare generated from new development. Outdoor lighting would be designed to aim light where appropriate and avoid general light dispersion. Impacts from light and glare are not anticipated under the Preferred Alternative.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The Preferred Alternative is expected to provide several designated and informal recreational opportunities. The development of the Transit-oriented Development Center will create a central location used for shopping, eating, meeting, or walking. Other recreational opportunities included in the Preferred Alternative include:

- Development of "activity centers" in retail areas, providing opportunities for meeting, eating, stopping, and relaxing.
- Improvements to the Mountains-to-Sound Greenway Trail through the Eastgate Area;
- Enhancements to open spaces in the Richards Valley District;
- Potential terrace park along the south side of Bellevue College Campus;

- The addition of bike lanes and/or widened sidewalks along many of the area's street and roadways;
- Plantings in street median and along boulevards; and Implementation of the Bellevue Airfield Park project.

In addition, landscaping and the development of parks and trails would be incorporated into the Preferred Alternative and would further enhance recreational options in the Eastgate area. A new City park is proposed to be developed on the old Bellevue Airfield site in the northeast corner of the study area.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The Preferred Alternative would not displace existing recreational uses.

c. Describe proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant.

The Preferred Alternatives would increase recreational opportunities in the vicinity by providing additional pathway and trail systems to increase mobility and aesthetic enjoyment of the Eastgate/I-90 study area. No additional measures are needed.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on or eligible for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

According to the National Register of Historic Places and the Washington Heritage Register, there are no listed places or objects on or adjacent to the Eastgate/I-90 study area.

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

No designated landmarks or evidence of historic, archeological, scientific, or cultural importance are located on or adjacent to the study area.

c. Describe proposed measures to reduce or control impacts, if any.

Because no historic or cultural resources have been identified, no specific measures are proposed. In the event that historic, cultural or archaeological resources were unexpectedly exposed during excavation or grading on a project site, all construction would be temporarily halted in the immediate vicinity of activity and the City of Bellevue and Washington Office of Archaeology and Historic Preservation (WOAHP) would be notified. Construction activity would not resume until the City, WOAHP, and a professional archeologist had been consulted.

Archeological and cultural resources would be examined on a project-by-project basis and would include a review of the National Register of Historic Places and the Washington Heritage Register.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on-site plans, if any.

The Eastgate/I-90 study area's transportation network is mapped in the *Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory* (City of Bellevue, 2010).

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Transit in the study area uses both local and commuter routes. Route maps as well as ridership information are provided in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

c. How many parking spaces would the completed project have? How many would the project eliminate?

The number of parking spaces is not known at this phase of the planning process. The number of parking spaces will depend on the type and location of development. Development under the Preferred Alternatives will be required to comply with the City's parking requirements and specific parking standards developed for the subarea.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe.

Yes, improvements to the study area's roadway network, transit system, and pedestrian accessibility are proposed. A complete description of these proposed Improvements are included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No there are no water, rail or air transportation facilities in the study area

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The City's Bellevue-Kirkland-Redmond (BKR) travel demand model (EMME version MP030r5.5) was used to evaluate how projected traffic under the preferred alternative would impact 2030 roadway facilities. This methodology is consistent with FHWA guidance indicating that the appropriate tool for the planning phase of a project is a Travel Demand Model. The model produces both an estimate of traffic volumes at area intersections and an assessment of the quality of traffic operations.

Quality of traffic operations on roadway facilities is described in terms of Level of Service (LOS), a measure of operational conditions and motorists' perceptions. LOS ratings range from "A" to "F" and are related to the average delay experienced by all vehicles as they approach the intersection. An LOS A represents the best operation and LOS F represents the worst. Typically an LOS of A, B, C, or D is considered acceptable; LOS of E is considered unacceptable; and an LOS of F is considered failing.

The LOS analysis used PM peak one-hour traffic volumes for forty four intersections within and surrounding the Eastgate subarea. Traffic volumes and LOS were estimated for three scenarios: 1) existing (2009) intersection PM peak hour levels of service; 2) projected (2030) intersection PM peak hour levels of service under the Preferred land use alternative including the proposed transportation improvements; and 3) projected (2030) intersection PM peak hour levels of service under the Preferred land use alternative assuming no change to the existing transportation network. The total number of estimated trips entering intersections in the project area under three scenarios is as follows:

Development Scenario	PM Peak Trips
Exiting (2009)	95,434
2030 with improvements	120,374
2030 without improvements	120,878

According to the traffic analysis of the Preferred Alternative, the proposed capacity improvements at area intersections will accommodate future traffic growth and result in measurable improvements over existing conditions at these same locations. Furthermore, when considered from a corridor-wide perspective, the "2030 with improvements" scenario results in 41.7 seconds of delay per vehicle compared to 46.5 seconds of delay per vehicle in the "2030 without improvements" scenario, a 12 percent reduction in vehicle delay at corridor intersections. The complete and detailed analysis of traffic and transportation in the study area is included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

g. Describe proposed measures to reduce or control transportation impacts, if any.

The Preferred Alternative includes transportation improvements that address congestion, transit, and pedestrian facilities. All of these improvements are being evaluated as measures to improve connectivity and access within the study area. The improvements are described in detail in the *Draft Preferred Alternatives Report*. As noted above, improvements will accommodate future traffic growth and result in overall improvements over existing conditions. Improvements are described in detail in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally explain.

Yes. The Preferred Alternative includes increased office, institutional, and retail development, which would increase the demand for public services such as emergency services. The modest amount of residential growth would generate the need for additional emergency, school, library, and health care services.

b. Describe proposed measures to reduce or control direct impacts on public services.

Existing services are generally adequate to serve the anticipated growth under the Preferred Alternative, therefore no measures are proposed. Depending on the nature of residential development that is proposed, it may be necessary to evaluate whether expansion of services for new residents is necessary.

16. Utilities

a. Underline utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic systems, telephone services and stormwater drainage are readily available in the study area.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Project-specific extensions of or upgrades to the utilities listed above are likely to be required as properties redevelop in accordance with the Preferred Alternative.

Available water utilities for fire flows in the study area generally fall within the typical range for commercial and multi-family development, which is 2,500 to 3,500 gpm. Fire flows are generally adequate for all areas except the area zoned for office west of Richards Road. This area's 1,500 gpm fire flow may not be enough for future development. However, the Preferred Alternative does not propose changes to land uses in that part of the study area. As properties throughout the study area redevelop, a detailed determination of flow adequacy would be made and would depend on the scale and nature of new development.

In general, however, the existing utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed. Therefore, significant impacts to public services are not anticipated.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Date Submitted:

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Discharge to Surface and Ground Water

No direct discharge of waste materials to surface or ground waters is anticipated from land uses included in the Preferred Alternative. There would be no septic systems or livestock in the study area. Considerations for waste material discharge during construction would be identified and evaluated on a case-by-case basis for proposed developments within the study area. Waste material containment, storage, and disposal would be considered for projects with the potential to contaminate surface water bodies or ground water.

The Eastgate/I-90 study area contains approximately 59% impervious area. Total impervious area is not likely to decrease and may increase slightly. However, because increases in impervious surface area would likely be part of redevelopment or road expansion projects, they would be subject to stormwater management regulations requiring maintenance or improvement in stormwater hydrology and water quality. A more detailed description is provided in Section B.3 of the checklist.

There are no provisions in the Preferred Alternative for the operational production, storage or release of toxic or hazardous substances. Considerations would be required on a case-bycase basis to ensure that individual construction sites take measures to properly store hazardous, toxic, or otherwise dangerous materials appropriately to prevent potential impacts.

Emissions to Air

As described, in section B, development under the Preferred Alternative may result in air quality impacts during construction activities including fugitive dust, odors, and emissions from heavy machinery, trucks, and other vehicles traveling to and operating on construction sites. Increased traffic congestion and delays due to construction would have the potential to increase localized emissions by slowing or stopping traffic.

Increased development density, particularly office and institutional, would likely result in an increase in the number of auto trips (see traffic analysis) and associated emissions. As part of the *Evaluation of Draft Alternatives Report*, a greenhouse gas emissions analysis was conducted (Fehr and Peers, 2011). The results of the analysis showed that because of the inclusion of residential development and multimodal transportation options, Alternative 1 was the only alternative that achieved lower per capita CO_2 emissions than the No Action Alternative. Alternatives 2 and 3 generated slightly higher levels of CO_2 per capita.

The greenhouse gas analysis was not extended to the Preferred Alternative, but it is assumed that the results would fall within the range found for the draft alternatives. The Preferred Alternative includes similar transportation improvements, but not as many projected

housing units as Alternative 1. Therefore, greenhouse gas emissions would likely be lower than Alternatives 2 and 3, but may be higher than the no action scenario.

Noise

Under the Preferred Alternative, short-term noise impacts could result from construction activities including vehicles and equipment. Construction noise is exempt from the City's noise control ordinance (BCC 9.18) from 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 6 p.m. on (BCC 9.18.020.C). Sound generating development activities occurring outside of these times, on Sundays or on holidays, would require permission from the Director of the Development Services Department and only in cases where activity would not interfere with residential use permitted in the zone. There are no new noise-producing land uses proposed for the area. Long-term impacts could result from increased traffic in the Eastgate/I-90 study area. However, the incremental increase in auto noise would be unlikely to significantly raise the overall noise level. A more detailed description is provided in Section B.7.b.

Proposed measures to avoid or reduce such increases are:

Surface and Ground Water

Considerations would be required on a case-by-case basis to ensure that individual construction activities and development sites take measures to abate and capture storm and waste water runoff, and properly store hazardous, toxic, or otherwise dangerous materials in a way to prevent potential impacts to ground water resources. If construction activities comply with the City's storm and wastewater regulations, clearing and grading standards, and all other building and development codes significant impacts to groundwater are unlikely.

Air

Mitigation measures to control air quality impacts would be considered and developed on a project-by-project basis, and could include transportation demand management strategies such as transit and carpooling incentives, bike facilities, and other means of encouraging alternatives to SOV travel.

Noise

The City's code (BCC 9.18.025 – 9.18.030) regulates noise levels through classes of environmental designations for noise abatement (EDNA). Residential land use districts are classified as EDNA A, commercial land use district are classified as EDNA B and industrial land use districts are classified as EDNA C. For each EDNA, maximum sound levels are established in BCC 9.18.030 based on the sound's source. Maximum permissible sound levels are lowest for EDNA A and highest for EDNA C. Specific zoning has not been established at this point in the planning process. Residential development may be located in either an EDNA A or B area and these designations would determine the allowable sound levels.

In addition, each development proposed under the Preferred Alternative will be required to comply with the development restrictions of BCC 9.18.045B for exterior and interior sound and noise attenuation measures. New development adjacent to I-90 is expected to buffer areas (particularly north of the Transit Oriented Center) from freeway noise. Residential buildings could also be sited and designed to minimize noise impacts on residents. Assuming this was done; impacts from noise could be maintained below a significant level. Existing noise standards for construction and operation are considered sufficient to control potential noise impacts.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The majority of the study area that would be impacted by new land uses has been largely cleared of vegetation through past development. The amount of vegetation that will be removed or altered as a

result of new development will depend on specific development proposals. There are no known threatened, endangered, or critical vegetation species in the study area.

Animals in the study area include species typically found in urbanized areas of the Pacific Northwest. Terrestrial species likely include various species of hawk, bald eagles, various songbirds, and various small mammals. Aquatic species likely include trout and various amphibians.

Limited portions of study area streams are fish passable. According to WDFW Priority Habitats and Species (PHS) database (2011), Sunset Creek and Richards Creek are mapped as habitat for Coho salmon north of I-90. East Creek is listed as habitat for cutthroat trout. Richards Creek is mapped as habitat for Sockeye and Chinook salmon north of its confluence with Sunset and East Creek (WDFW, 2011). All development under the Preferred Alternative would have to comply with the City's critical areas regulations which would preclude impacts to streams, wetlands, buffers and protected species and habitats.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Projects occurring in the study area under the Preferred Alternative would be subject to review on a case-by-case basis and impacts to vegetation would be mitigated consistent with the City's critical area buffer standards and tree retention regulations.

The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. Sunset and Richards Creeks are identified as salmon bearing. Individual project activities would be required to avoid or (in limited cases, where no feasible option exists for public projects) mitigate any impacts to these streams, as well as wetlands and buffers.

As part of project development, green features such as utilizing natural drainage patterns and restoring fragmented or altered habitat would be encouraged under the Preferred Alternative. Restoration plantings, landscaping, and the development of park infrastructure would occur under the Preferred Alternative as well.

Consistent with BCC 20.25H, development proposals under the Preferred Alternative would have to include a determination of whether the proposal would impact habitats associated with species of local importance (defined in BCC 20.25H.150). If so, the proposal would have to implement wildlife management plans that have been developed by WDFW for such species (BCC 20.25H.160).

3. How would the proposal be likely to deplete energy or natural resources?

Energy and natural resource use in the study area would be typical of urbanized commercial, institutional and/or high density residential areas. Under the Preferred Alternative, new and existing development will require electrical power and natural gas. Construction would require gasoline and diesel as well as typical building materials.

The Preferred Alternative envisions a higher density urban area that would likely require more energy and natural resources than are used under current conditions. Infill and more intensive redevelopment of existing urbanized land is expected to consume fewer energy and natural resources than if the same amount of development were to occur in an area that had not previously been converted to urban uses. The expected new development is modest relative to the vast developed areas in the region and there are no proposed uses that would accelerate depletion of an energy source or supply or natural resource, as compared to the No Action Alternative.

Proposed measures to protect or conserve energy and natural resources are:

Existing city and local utility infrastructure is adequate to serve the growth projected under the Preferred Alternative. Development and redevelopment in the study area would be consistent with all local utility standards. In addition, new development under the Preferred Alternative would be required to consider and incorporate green features and energy conservation into building design. Accordingly, no significant impacts to energy availability are anticipated.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The study area contains several environmentally sensitive areas and public parks. Wetlands are located around Richards Creek just south of Eastgate Way and around headwater segments of East Creek north of SE 30th Street. Other small wetland areas are on the Bellevue Airfield Park site. In addition to wetlands, several streams are located through the study area. Richards, Sunset, East, and Vasa Creeks run through the central portion of the study area, while four additional streams are located near the Lakemont extension. Richards, Sunset, and East creeks have been identified as salmon bearing.

Steep slopes have also been identified in the study area. Specific areas of steep slopes (>40% and ≥ 1,000 Sq Ft) are near Sunset ravine, along the southern edge of Bellevue College, south of I-90 along SE 36th Street, along the area just west of 150th Avenue, and along the northwest side of the landfill park site. A more detailed inventory of environmentally sensitive area can be found in the Eastgate I-90 Land Use & Transportation Project Existing Conditions Inventory (City of Bellevue, 2010).

There are several public areas and parks in the study area including Robinswood, Spiritridge and Sunset Parks. In addition, City staff is working on the master plan for a new park, on land collectively called 'The Eastgate Area Properties'; a 27.5 acre area, located near the Advanta office building, near the 'Lake to Lake Trail.'

According to the National Register of Historic Places and the Washington Heritage Register, there are no listed places or objects on or adjacent to the Eastgate/I-90 study area.

The Preferred Alternative has been developed to protect sensitive and public lands and resources. One of the primary objectives of the Preferred Alternative is to improve the area's environmental quality by enhancing natural systems and stream corridors and improving public lands. Critical areas would be protected consistent with the city's critical areas regulations. All parks would be maintained and/or improved. The Mountains to Sound Greenway is proposed to be improved.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Impacts to environmentally sensitive areas and public lands are not anticipated. The study area is highly developed and has not been identified as habitat for threatened or endangered terrestrial species. Sunset and Richards Creeks are identified as salmon bearing. Individual project activities would be required to avoid or (in limited cases, where no feasible option exists for public projects) mitigate any impacts to these streams, as well as wetlands and buffers. The inventory of parks would be maintained or improved. All development would be required to comply with all state and federal law regulating inadvertent discovery of archeological, historic or cultural resources.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

An examination of the Eastgate/I-90 corridor, resulting in the Eastgate/I-90 Land Use & Transportation Project, was called for in the City of Bellevue's Comprehensive Plan. The objective of the development and implementation of a preferred alternative is pursuant of the City's Comprehensive Plan Policy ED-19 which recognizes the need to "maintain and update integrated land use and transportation plans to guide the future of the City's major commercial areas and help them respond to change" and to further establish as a goal "to maintain the quality of older commercial areas, promoting redevelopment and revitalization as needed to maintain their vitality".

The Preferred Alternative was developed to meet the policy goals of the City, improve environmental conditions and avoid impacts to surrounding areas. The Preferred Alternative, while consistent with the general policy direction in the Comprehensive Plan, would necessitate specific changes to the City's Comprehensive Plan, Land Use Code, Zoning Map, and Transportation Facilities Plan, and would include design elements to avoid land use incompatibilities. There are no shorelines in the study area.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Development of the Preferred Alternative was consistent with the goals of the city and policies in the City's Comprehensive Plan. No shoreline or land use impacts are anticipated. Therefore, no additional measures are provided.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Transportation

Improvements to the study area's roadway network, transit system, and pedestrian accessibility are a key element of the Preferred Alternative. A complete description of these proposed Improvements are included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

The City's Bellevue-Kirkland-Redmond (BKR) travel demand model (EMME version MP030r5.5) was used to evaluate how projected traffic under the Preferred Alternative would impact 2030 roadway facilities. The total number of estimated trips generated under three scenarios is as follows:

Development Scenario	PM Peak Trips
Exiting (2009)	95,434
2030 with improvements	120,374
2030 without improvements	120,878

According to the traffic analysis of the Preferred Alternative, the proposed capacity improvements at area intersections will accommodate future traffic growth and result in measurable improvements over existing conditions at these same locations. Furthermore, when considered from a corridor-wide perspective, the "2030 with improvements" scenario results in 41.7 seconds of delay per vehicle compared to 46.5 seconds of delay per vehicle in the "2030 without improvements" scenario, a 12 percent reduction in vehicle delay at corridor intersections. The complete and detailed analysis of traffic and transportation in the study area is included in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

Public Services and Utilities

The Preferred Alternative includes increased office, institutional, and retail development, which would increase the demand for public services such as emergency services. The modest amount of residential growth would generate the need for additional emergency, school, library, and health care services.

In general, however, the existing utility infrastructure is adequate to serve the anticipated growth, and substantial upgrades are not expected to be needed. Therefore, significant impacts to public services are not anticipated.

Proposed measures to reduce or respond to such demand(s) are:

Transportation

The Preferred Alternative includes transportation improvements that address congestion, transit, and pedestrian facilities. All of these improvements are being evaluated as measures to improve connectivity and access within the study area. Improvements will accommodate future traffic growth and result in overall improvements over existing conditions. Improvements are described in detail in the *Transportation Strategies Report for the Eastgate I-90 Land Use & Transportation Project* (City of Bellevue, January 2012).

Public Services and Utilities

Existing public services and utilities are generally adequate to serve the anticipated growth under the Preferred Alternative, therefore no measures are proposed. Depending on the nature of residential development that is proposed, it may be necessary to evaluate whether expansion of services for new residents is necessary.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

In general, the Preferred Alternative will rely on existing local, state and, to a lesser extent, federal regulations to protect existing environmental conditions. The Preferred Alternative will also include incentives for private developers to improve ecological conditions and open space. All development will be required to comply with the City's regulations for stormwater (including state NPDES requirements for construction), clearing and grading, critical areas protection and development regulations and standards. Projects would also have to comply with state and federal standards including protection of ESA listed species.

REFERENCES

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